



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

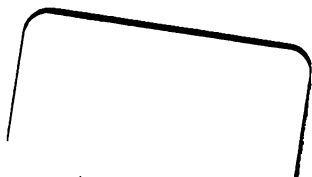
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



385,374

W2



MS. 17 1921

NINTH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN.

1882.

MADISON, WIS.:
DAVID ATWOOD, STATE PRINTER.
1883.

276858

УДАЛЕНА ОРГАНИЗАЦИЯ

TABLE OF CONTENTS.

COMMISSIONER'S REPORT.

	<i>Page.</i>
Introductory.....	xvii
Names of companies reporting	xviii
Cost of road	xix
Cost of road per mile in Wisconsin.....	xx
Total income	xxi
Total disbursements.....	xxi
Earnings	xxi
Operating expenses	xxii
Per cent. of operating expenses to earnings	xxii
Mileage earnings.....	xxii
Freight traffic.....	xxiv
Passenger traffic	xxvi
Train mileage.....	xxvi
Capital stock and debt.....	xxvi
Interest, dividends and rentals.....	xxvii
Equipment	xxviii
Employees	xxviii
Accidents.....	xxix
Collisions.....	xxx
Construction in 1883	xxxi
License fees.....	xxxvii
Public aid.....	xxxix
Ratios and charges; inter-state, etc....	xl
Extract from report of U. S. Commissioner.....	xlv
The railroad war.....	xlviii
Examination of roads.....	xlix
Conclusion	li
Special report of Allan D. Conover, Civil Engineer	liii

REPORTS OF COMPANIES.

Chicago, Milwaukee & St. Paul Railway Co.....	3-32
Chicago & Northwestern Railway Co.....	33-58
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	59-82
Chippewa Falls & Northern Railway Co.	83-87
Fond du Lac, Amboy & Peoria Railway Co.....	88-100

Table of Contents.

	<i>Page.</i>
Green Bay & Minnesota Railroad Co.....	101-110
Green Bay, Winona & St. Paul Railroad Co	111, 123
Milwaukee, Lake Shore & Western Railway Co.....	124-138
Milwaukee & Northern Railroad Co	139-142
Prairie du Chien & McGregor Railway Co.....	143-146
Wisconsin Central Railroad Co.....	147-162
Wisconsin & Minnesota and Chippewa Falls & Western Railroads .	163-174
Wisconsin & Michigan Railroad Co	175-176

OFFICERS OF ROADS IN PROCESS OF CONSTRUCTION AND OF
PROJECTED ROADS.

Northern Pacific Railroad Co	177
Galesville & Mississippi River Railroad Co... ..	178
Chippewa Valley & Superior Railway Co	179
St. Paul Eastern Grand Trunk Railway Co.....	180
Chippewa Falls & Northern Railway Co.....	181
Ashland Railway Co.....	182
Cedar Falls & Northern Railway Co.....	183
Eau Claire & Chippewa Falls Railway Co.....	184
Neillsville & Northeastern Railway Co	185
Wisconsin, Pittsville & Superior Railway Co.....	186
Escanaba & St. Paul Railroad Co.....	187
Milwaukee & Dubuque Railroad Co	188
Beaver Dam & Northwestern Railway Co.....	189
St. Croix & Superior Railroad Co.....	190
Ashland, Montreal River & Ontonagon Railway Co.....	191

NEW ORGANIZATIONS.

(Organized during the year, 1882.)

Galesville & Mississippi River Railroad Company.....	195
Beaver Dam & North-Western Railway Company.....	195
St. Croix & Chippewa River Railroad Company.....	195
Ashland Railway Company	195
Ashland, Montreal River & Ontonagon Railway Company.....	196
Markesan & Brandon Railroad Company.....	196
Wisconsin, Pittsville & Superior Railway Company....	196
Milwaukee & Lake Winnebago Railroad Company.....	196

Table of Contents.

TABULATIONS FROM RAILROAD RETURNS.

(For the year ending June 30, 1882.)

Table No. 1 —	<i>Page.</i>
Location of Lines.....	199-207
Mileage of Roads by States.....	199-207
Total Mileage of Operated Road.....	207
Recapitulation of above.,.	208
Table No. 2 —	
Capital Stock.....	209-210
Table No. 3 —	
Funded and Unfunded Debt.	211
Table No. 4 —	
Capital Stock and Debt.....	212
Table No. 5 —	
Debt Per Mile.....	213
Table No. 6 —	
Capital Stock and Debt per Mile.....	214
Table No. 7 —	
Construction and Equipment During the Year.....	215
Table No. 8 —	
Cost of Road and Equipment... ..	216
Cost of Road and Equipment per Mile.....	216
Table No. 9 —	
Wisconsin Earnings and Expenses and Excess of Earnings.....	217
Table No. 10 —	
Whole Line. Earnings and Expenses and Excess of Earnings....	218
Table No. 11 —	
Receipts and Disbursements (In Wisconsin).....	219
Table No. 11, Part 2 —	
Income and Disbursements (On Whole Line).....	220
Table No. 12 —	
Passenger Earnings and Number of Passengers Carried.....	221
Passengers Carried One Mile and Rate per Passenger per Mile....	221
Table No. 13 —	
Freight Traffic.....	222

Table of Contents.

Table No. 14 —	<i>Page.</i>
Passenger Earnings	223
Passenger Earnings per Mile	223
Passenger Earnings per Train Mile, etc	223
Table No. 15 —	
Freight Earnings	224
Freight Earnings per Mile	224
Freight Earnings per Train Mile, etc	224
Table No. 16 —	
Earnings and Operating Expenses per Mile	225
Table No. 17 —	
Train Mileage	226
Table No. 18 —	
Comparative Train Mileage, 1881 and 1882	227
Table No. 19 —	
Total Earnings (Comparative Table)	228
Table No. 20 —	
Tonnage of Freights. (Part 1.)	229
Tonnage of Freights. (Part 2)	230
Table No. 21 —	
Equipment (Comparative Table)	231
Table No. 22 —	
Accidents	232

MONTHLY EARNINGS AND EXPENSES FOR A SERIES OF YEARS.

Chicago, Milwaukee & St. Paul —	
Earnings	234
Expenses	235
Chicago & Northwestern —	
Earnings	236
Expenses	237
Chicago, St. Paul, Minneapolis & Omaha —	
Earnings	238
Expenses	239
Green Bay, Winona & St. Paul —	
Earnings	240
Expenses	241

Table of Contents.

Milwaukee, Lake Shore & Western —	<i>Page.</i>
Earnings	242
Expenses.....	243
Wisconsin Central —	
Earnings	244
Expenses..	245
Prairie du Chien & McGregor —	
Earnings and Expenses	246
Fond du Lac, Amboy & Peoria —	
Earnings and expenses	247
Wisconsin & Minnesota and Chippewa Falls and Western —	
Earnings and expenses	248
Recapitulation of earnings and expenses.....	249-250
Statistical statement of railroad building in Wisconsin	251-261
Statistical history of railroad building, arranged by companies	262-266
Mileage statement, miles of road built in 1882, etc....	267
Tabulated mileage statement.....	268-269
Freight tariff of Chicago & Northwestern railway company, showing change of rates at points named ...	270-274

COMPILATION OF RAILROAD LAWS.

Counties, towns, cities and villages, may issue bonds to aid in building railroads	277
What action must be taken before bonds can be issued.	277
Liability of municipal territory for payment of bonds	278
Manner of submitting proposition for municipality to issue bonds in aid of railroads.....	278
Modes of acceptance of proposition	279-280
If proposition is defeated, a second election may be ordered, and effect of adoption of proposition	280-281
Municipality may make subscription to capital stock of railroad company	281
When subscription to be paid in one sum	282
Lands sold for tax may be bid in by companies, counties, etc	282
Counties, towns, villages and cities may guarantee payment of interest on bonds of narrow gauge railroads	282
Municipalities shall annually levy tax for payment of interest	283
Company to fix rates of fare and freight before asking aid	283
Municipality holding stock to be part owner.....	283

Table of Contents.

	<i>Page.</i>
County, town or village board, or common council of city to limit time within which subscription voted shall be earned.....	284
Form of obligation issued by municipality.....	284
Procedure when no provision for taking vote is made... ..	285
Municipality may establish sinking fund for payment of bonds, etc.	285
Penalty, when an officer violates or neglects duty.....	285
Exemption of certain railroad property from taxation	285
License fees of railroad companies	286
Forfeiture for neglect to obtain license.....	287
Law regarding license fee not to affect special exemptions.....	287
Form of license.....	287
General powers of corporations.....	287
Quorum, how constituted	288
Corporations must designate office in this state.....	287
Roads lying wholly in this state must keep its principal office in the state; and its general books of account.....	288
Principal managing officer must reside in the state	288
Railroad commissioner to be informed of place designated as the principal office in the State	286
List of stockholders, and shares of stock to be kept in said office....	287
Abstract of assets and liabilities, and financial transactions to be kept	289
Capital stock to be deemed personal property and to be transferrable	289
Proceedings to compel transfer of stock on books	289-390
Certificates of stock cannot be issued without a consideration therefor	290
How subscriptions are to be called in.....	290
When stockholders to be held as personally liable	291
When corporation may release stockholders.....	291
Books of corporation to be open to inspection of stockholders and creditors	291
How stockholders to be credited in actions against them.....	290
Corporation to keep complete record of its proceedings.....	292
Names of stockholders, and place of residence to be kept....	292
Penalty against officer or agent who omits or neglects duty.....	292
Dissolution of corporations	292
Continuance of dissolved corporations for certain purposes	292
Concerning dividends.....	293
Attorney general to examine into affairs of corporations in certain cases	293
Legislature may limit powers of corporations, for cause.....	294
Duties of receivers to report amount due by companies etc.....	294
Corporations may maintain actions against members.....	294

Table of Contents.

	<i>Page.</i>
Reorganization of corporation.....	294
Dissolution of corporation	295
Railroad commissioner prohibited from owning stock or bonds in railroad corporations.....	295
Duties and powers of railroad commissioner	296
Penalty of companies for neglect to report to commissioner.....	297
Commissioner to make annual report to governor.....	297
Three hundred copies of commissioner's report to be bound in cloth	297
Special powers of railroad commissioner.....	297
Where commissioner to keep office, etc.....	297
May employ bridge experts, purchase maps, etc... ..	297
Traveling expenses of commissioner.....	297
Commissioner and secretary entitled to free passage on all trains in state	298
Restriction of charges, and duties in regard to furnishing cars....	298
Duties of companies concerning shipment of goods.....	298
Transportation of firewood.	299
To maintain station in village having postoffice and 200 inhabitants	299
Owners of elevators may construct tracks to railroads, etc.....	299
Restriction of rates of fare and freight of certain companies.....	300
No officers to be interested in contracts	300
Gunpowder, etc, not to be carried on passenger trains.....	300
Doors of passenger cars not to be locked.....	301
Ax and handsaw to be carried in every passenger car	301
Trains must come to full stop at railroad crossings, etc	301
Where sign boards to be put up and whistle blown.....	301
Concerning fences	302-304
Laborers' liens.....	304
Penalty against gaming	305
Passengers refusing to pay fare may be put off train.....	305
Penalties against corporations for violation of laws	305
An act conferring police powers on conductors, agents, etc.....	305-306
Organization and powers of railroad corporations.....	306-307
When books of subscription to be opened.....	308
How board of directors are to be elected	308
Classification of directors of consolidated companies.....	308
Directors may call in capital stock and enforce payment.....	309
Stock to be deemed personal estate; and to be transferable.....	309
Capital stock may be increased	309
Liability of stockholders.....	310
Additional corporate powers conferred.....	310-313

Table of Contents.

<i>Provisions of law applicable to all railroad corporations, to wit:</i>	<i>Page.</i>
May exercise powers in other states, and may build branches and extensions	313
May alter route, and may consolidate with other companies.....	314-315
Railroads in this state may operate roads in connection with roads on either shore of Lake Michigan	315-316
May change corporate name.....	316
Corporations shall restore streams, streets, highways, etc., to former state.....	316
How bridges, culverts, etc., to be constructed.....	316-317
Rolling stock and fuel to be fixtures	317
Manner of executing and recording conveyances	317
The board of directors may provide for sinking fund	317
Corporations cannot make defense of usury against holders of bonds or obligations.....	318
Railroad corporations may classify directors.....	318
Railroad corporations to make annual report to stockholders as follows: Length of road operated; length single and double track; weight of rail per yard; amount of capital stock subscribed and paid; cost of road; indebtedness; number of passengers and rate of fare; number of tons carried; amounts paid out, etc.....	318-319
Copy of report to stockholders to be filed with railroad commissioners	319
Books of corporation to be kept open to inspection, etc.....	319
Manner of acquiring real estate by railroad corporations	320-325
Proceedings to perfect title in cases of mortgages, etc.....	325-326
How lands of other railroad corporations may be acquired	326
Court may amend defects, informalities, etc	326
How title in trustees acquired	326
Corporations may take right of way through public lands.....	327
Railroads may sell lands granted to other railroad corporations	327-328
Railroads may mortgage lands granted.....	328
No railroad or bridge to be constructed across the Bay of Superior.	328-329
Definition of the phrase "Railroad Corporation."	329
Place of trial of actions against railroad corporations in courts of record.....	329
How actions against railroad corporation to be commenced, and service made in courts of record.....	329
How commenced in justice's court	330
Recovery in case of wrongful act, neglect or default.....	330

Table of Contents.

	<i>Page.</i>
By w hom such action to be brought.....	330
Crimes and misdemeanors against railroads, and penalties therefor .	331
Penalty for neglect to ring bell, or to stop trains at crossings.....	332
Penalty for violation of law, by employes....	332
Penalty for issuing false receipts, bills of lading, etc	333
Criminal frauds, false entries, etc.....	333
Penalty for issuing false certificates of stock, etc	334
Penalty for gambling on railroad cars, and in depots.....	334
Special laws relating to the North Wisconsin railway	335-338
Amendment of articles of association of Chicago, Milwaukee & St. Paul Railway Co.....	338-339

ANNUAL REPORT.

STATE OF WISCONSIN,

Railroad Department,

MADISON, WIS., January 6, 1882.

To the Honorable, JEREMIAH M. RUSK, *Governor*:

SIR — I have the honor to submit herewith the ninth annual report of this department. In its compilation the plan adopted by my predecessors has, as a rule, been followed. Reports of companies, as made by the officers of the different corporations, are given in full. Tabular statements made from companies' reports, and such other information as was attainable, where the companies failed to report, have also been made as heretofore. In cases where railroads run into other states, the results of operations in this state are given separately, wherever ascertainable. In some instances this is given from accounts actually kept, but in other cases it is based on proportion of mileage, the corporations operating not keeping separately itemized accounts for the different states and territories, through, or into which, their lines run.

I have also added to the report the laws relating to railroads and railroad corporations, as contained in the revised statutes and subsequent session laws, and have endeavored to include all legislation having any direct bearing on the subject. I have been induced to this by the numerous requests made for the "railroad laws."

Where nothing to the contrary appears, the report is for the railroad year ending June 30, 1882.

The following companies report operations during the year.

Chicago, Milwaukee & St. Paul.

Chicago & Northwestern.

Chicago, St. Paul, Minneapolis & Omaha.

Milwaukee, Lake Shore & Western.

Wisconsin Central.

b — RAIL. COM.

Operation of Roads.

Green Bay & Minnesota.

Green Bay, Winona & St. Paul.

Wisconsin & Minnesota and } Reported together.
Chippewa Falls & Western. }

Fond du Lac, Amboy & Peoria.

Prairie du Chien & McGregor.

The following roads have made only partial reports, being operated by other companies, or not in operation:

Milwaukee & Northern.

Chippewa Falls & Northern.

Wisconsin & Michigan.

The Milwaukee & Northern was operated, under lease, by the Wisconsin Central during the whole period embraced in the report and until August 1, 1882, when the lease expired. Since that time it has been operated by the company owning it, and will be so reported in the future. The Prairie du Chien & McGregor, being the pontoon bridge with approaches, across the Mississippi between the places indicated in the name, was operated by the Chicago, Milwaukee & St. Paul jointly with the owners.

The Northern Pacific built about a year ago an extension of its line from Thompson, Minnesota, into Superior, Wisconsin, a distance of about 14 miles, in this state. No report has been made by it to this department for the reason that this portion of its road was not opened to public business until after the close of the railroad year. Construction trains, working on the line, carried to some extent freight and passengers, but no account thereof was kept in the company's office. The road was opened for traffic, and went into the hands of the operating department of the company, October 1, 1882, so that we may hereafter expect regular reports from that important organization.

The Chippewa Falls & Northern, Wisconsin & Michigan and Chippewa Valley & Superior did some work during the year in the same manner as the Northern Pacific, and for the same reasons no reports have been obtained of the results of such operations. The Chippewa Valley & Superior passed into the control and ownership

Cost of Road.

of the Chicago, Milwaukee & St. Paul immediately upon its being opened for public traffic, but after June 30.

As much of the Chippewa Falls & Northern as has been opened to the public has become a part of the Chicago, St. Paul, Minneapolis & Omaha.

The Green Bay & Minnesota, which for some time has been in charge of a receiver, was reorganized October 14th, 1881, under the name of the Green Bay, Winona & St. Paul Railway Co.; and from that time until June 30th, the operations of the road are reported by that company.

The Wisconsin & Michigan is still in process of construction, and no account of its operations during the year is given. When completed it will be operated by the Milwaukee & Northern.

The following lines run into states other than Wisconsin:

Chicago, Milwaukee & St. Paul.

Chicago & Northwestern.

Chicago, St. Paul, Minneapolis & Omaha.

Prairie du Chien & McGregor.

COST OF ROAD.

The information obtained under this head is very unsatisfactory and cannot be said to be of sufficient accuracy to be of any practical value. The actual cost of many lines are not even approximately arrived at. The records of some of the older organizations are wholly lost, or are not at the disposal of the present officers. Other lines have passed through so many different stages of bankruptcy, receiverships, reorganizations and consolidations that the actual original cost of construction is no more ascertainable.

To show the enormous difference in the cost of road and equipment per mile in this State, as reported to this office for the past three years the following comparative table is submitted.

Cost of Road per Mile in Wisconsin.

COST OF ROAD PER MILE IN WISCONSIN.

COMPANIES.	1880.	1881.	1882.
Chicago, Milwaukee & St. Paul	\$32,243 00	\$28,416 00	\$29,790 00
Chicago & Northwestern	61,443 56	53,173 37	46,737 43
Chicago, St. Paul, Minneapolis & Omaha		38,126 55	43,964 90
Chippewa Falls & Northern			15,391 08
Fond du Lac, Amboy & Peoria (narrow gauge)	8,128 64	8,278 83	8,404 64
Green Bay, Winona & St. Paul, }	53,125 59	53,880 17	70,204 65
Green Bay & Minnesota. }			
Milwaukee, Lake Shore & Western	36,674 14	35,103 57	36,914 00
Milwaukee & Northern		34,200 00	34,200 00
Prairie du Chien & McGregor	50,000 00	50,600 00	50,000 00
Wisconsin Central		61,255 61	61,558 85
Wisconsin & Minnesota			26,313 46

The total cost of all roads in the state was reported June 30, 1882, at \$141,003,512.85, as to \$129,628,918.87 the previous year. Expenditures for construction and equipment during the year are reported in Wisconsin at \$10,571,862.15; whole line, \$38,390,959.22.

The average cost per mile in Wisconsin, as reported, was, in 1881, \$41,258.04, and on whole line, \$39,006.66. In 1882, for Wisconsin, \$41,713.06, and for whole line, \$38,809.96, showing average increase in this state of cost per mile of \$155.92, and decrease on whole line of \$196.70. The cheapness of iron and steel during the last year has reduced the cost per mile of roads built during that period much below what it would have been had old prices prevailed, as well as affected the general average.

I agree with my predecessor, that "no satisfactory or valuable information as to the cost of the roads built many years ago can ever be given, short of an actual inspection of them by skilled engineers;" and the commissioner either ought to be relieved of the duty now imposed upon him of ascertaining and reporting their value, or additional facilities should be granted him to carry the law into effect.

Earnings and Operating Expenses.

TOTAL INCOME FROM ALL SOURCES.

The total income from all companies during the year, from all sources, was in Wisconsin, \$19,669,927.70, as to \$15,257,184.11 the previous year — an increase of 28.9 per cent. Total receipts in 1882 were, on whole line, \$51,083,799.68, as to \$39,298,268.00 in 1881 — an increase of 29.9 per cent.

TOTAL DISBURSEMENTS.

The total disbursements during the year for Wisconsin were \$17,346,646.42, and for the whole line, \$45,774,831.15; in Wisconsin 88 + and for the whole line 89 + per cent. of the total income. The total income in 1881 on whole line, Wisconsin not being given separately, exceeded the total disbursements by \$2,015,016.01; the latter being 94 + per cent. of the former.

EARNINGS AND OPERATING EXPENSES.

The total earnings from operations during the year were, on the whole line, \$50,183,069.30, and in Wisconsin \$18,769,197.32. The earnings were derived from the various sources in Wisconsin as follows:

Passenger earnings	\$4,597,161 33
Freight earnings.....	18,062,242 72
Mail, express, etc.....	1,056,680 27
Prairie du Chien & McGregor (not classified)	49,394 00
Earnings during construction	3,769 00
Total.	<u><u>\$18,769,197 32</u></u>

Earnings per Mile.

The total operating expense was for the same period, on whole line, \$26,900,945.83, or 53 + per cent. of earnings, and in Wisconsin \$10,276,746.45, 54 + per cent. of earnings. On the different lines the per cent. of operating expenses to earnings was as follows:

PER CENT. OF OPERATING EXPENSES TO EARNINGS.

	Wisconsin.	Whole Line.
	<i>Per cent.</i>	<i>Per cent.</i>
Chicago, Milwaukee & St. Paul .....	.47	.53
Chicago & Northwestern .....	.62	.51
Chicago, St. Paul, Minneapolis & Omaha .....	.59	.59
Fond du Lac, Amboy & Peoria .....	.77	.....
Green Bay & Minnesota and Green Bay, Winona & St. Paul...	.78	.....
Milwaukee, Lake Shore & Western .....	.60	.....
Prairie du Chien & McGregor .....	.57	.55
Wisconsin Central ..	.58	.....
Wisconsin & Minnesota and Chippewa Falls & Western .....	.43	.....

EARNINGS PER MILE.

Three thousand three hundred and twenty-seven and seventy one-hundredths miles were reported as the average number of miles operated by the companies, and the average earnings per mile for Wisconsin were as follows:

Passenger earnings	\$1,351 43
Freight earnings	3,925 30
Mail, express, etc	362 42
Total average earnings per mile	<u>\$5,639 16</u>

Earnings per Mile.

As applied to the different roads and compared with the previous year, mileage earnings were:

	Whole line.		Wisconsin
	1881.	1882.	1881.
Chicago, Milwaukee & St. Paul	\$4,235 31	\$4,730 23	\$7,423 23
Chicago & Northwestern.....	7,484 87	7,622 85	6,358 58
Chicago, St. Paul, Minneapolis & Omaha..	5,377 21	4,545 14	6,754 51
Fond du Lac, Amboy & Peoria	1,221 39	.....	1,505 39
Green Bay & Minnesota and Green Bay, Winona & St. Paul	1,625 73	.....	1,661 11
Milwaukee, Lake Shore & Western	2,067 09	.....	2,964 09
Prairie du Chien & McGregor.....	.....	.....	28,225 00
Wisconsin Central	2,644 71	.....	3,472 40
Wisconsin & Minnesota.....	1,539 21	.....	3,689 45

These figures show a very favorable increase in the gross earnings per mile; and as the gross earnings per mile for the calendar year form the basis upon which the annual license fee of the companies is computed, it is interesting to note that every road passing through the state, thus forming a line for through traffic from the west rises high in the first class of roads. The Wisconsin Central and Wisconsin & Minnesota have passed from the second to the first class. During the year the Milwaukee, Lake Shore & Western comes within \$36 per mile of reaching the first class, showing an increase of 43 per cent. per mile. The earnings of the last six months of the calendar year will undoubtedly place this company among our first class roads for purposes of taxation: The Green Bay, Winona & St. Paul remains in the second class, and the Fond du Lac, Amboy & Peoria, coming last in the list of earnings, has passed from the third to the second class of roads, leaving no road of those reporting June 30th in the lowest grade, and all showing encouraging increase.

The total operating expenses per mile of road in the state, averaged \$3,088.24; leaving net average earnings per mile \$2,536.95.

The earnings per train mile run averaged for passenger trains \$1.29 and for freight trains \$1.95 in this state, and on whole line \$1.27 and \$1.87 respectively.

Freight Traffic.

FREIGHT TRAFFIC.

5,499,321 tons of freight have been carried in the state during the year, equal to 813,414,402 tons carried one mile, at an average charge of a little more than one cent and 6 mills per ton per mile. On the whole line there were moved during the same period 15,866,701 tons, or 2,314,326,762 tons one mile, at an average cost of little over one cent and five mills per ton per mile. The average rate per ton per mile charged on the following lines for several years past has been as follows:

*Freight Traffic.**Average rate per mile per ton in cents on whole line.*

NAMES OF COMPANIES.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
Chicago, Milwaukee & St. Paul.	2.54	2.43	2.50	2.38	2.10	2.04	2.08	1.80	1.66	1.73	1.77	1.60
Chicago & Northwestern.....	2.87	2.61	2.35	2.22	2.06	1.91	1.81	1.63	1.56	1.49	1.47	1.47
Chicago, St. Paul, Minneapolis & Omaha.....									1.53	1.46	1.56	1.40
Wisconsin Central									1.98	1.93	2.04	2.08
Milwaukee, Lake Shore & Western.....						2.38	2.04	1.95	2.36	1.94	2.22	2.18
Green Bay, Winona & St. Paul..									1.47	1.40	1.87	2.03
Fond du Lac, Amboy & Peoria .									6.80	6.28	5.31	4.76

Capital Stock and Debt.

While the three through lines in the state show a steady decrease in charges with but slight fluctuation, the purely local lines have maintained their original charges and all but the last named even show an advance in their rates over some previous years. The rates per ton per mile during the last year in Wisconsin have averaged, on the Chicago, Milwaukee & St. Paul, $1\frac{8}{100}$ cents; Chicago & Northwestern, $1\frac{3}{100}$ cents, and Chicago, St. Paul, Minneapolis & Omaha, $1\frac{41}{100}$ cents.

PASSENGER TRAFFIC.

Three million, six hundred and eleven thousand, nine hundred and seventy-three passengers have been carried on Wisconsin railroads during the year, an average distance of little less than forty-five miles each. The average rate per mile per passenger for several years past is shown in the following table for the whole lines in cents.

	1879	1880	1881	1882	
				Whole line.	Wis.
Chicago, Milwaukee & St. Paul	12.88	12.92	2.81	2.76	2.70
Chicago & Northwestern.....	13.42	13.11	2.51	2.51	2.79
Chicago, St. Paul, Minneapolis & Omaha	3.03	2.80	2.78	2.60	2.63
Wisconsin Central	3.34	3.15	3.35	3.43	3.43
Milwaukee, Lake Shore & Western.....	3.40	3.29	3.59	3.33	3.33
Green Bay, Winona & St. Paul	4	4.21	3.51	3.63	3.63
Fond du Lac, Amboy & Peoria.....	2.90	2.90	3.25	3.24	3.24

TRAIN MILEAGE.

The total mileage of all trains in Wisconsin during the year is 14,443,635 miles, as to 12,433,577 the previous year; an increase of 2,010,058 miles.

CAPITAL STOCK AND DEBT.

Capital stock issued by Wisconsin railroad corporations aggregates \$68,997,030.83 for this state. Last year the proportion for Wisconsin was reported as being \$78,570,880.44, or \$9,573,849.61 more than the present year. The amount of stock per mile of road averages in Wisconsin \$20,368.60, and on whole line \$17,035.28. The total of bonded indebtedness is reported for Wisconsin at

¹ In Wisconsin.

Interest.

\$70,603,029.36, and on whole line at \$190,570,675.00, as to \$64,958,-022.61 for Wisconsin and \$168,325,035.00 for whole line in 1881. The unfunded debt is reported for Wisconsin at \$2,802,559.85, and for whole line \$7,361,601.30, making the total of capital stock and debt in Wisconsin \$142,402,620.04, or \$1,399,106.19 more than total cost of road reported. The total debt averages in Wisconsin \$21,516.03 per mile, and total of stock and debt \$41,884.66, or \$2,878 more than the average cost per mile of road. The floating indebtedness, \$821.64 per mile, partially accounts for the difference, but leaving an indebtedness on each mile of road, in stocks and bonds, of \$2,056.54 more than the value of the property securing it.

INTEREST.

The following companies report interest accrued and interest paid as follows:

	Interest Accrued.	Interest Paid.
Chicago Milwaukee & St. Paul.....	\$4,691,468 33	\$4,597,830 12
Chicago & Northwestern	4,020,858 61	4,105,815 23
Chicago, St. Paul, Minneapolis & Omaha	918,742 45	895,059 29
Fond du Lac, Amboy & Peoria	7,073 96	6,959 96
Green Bay, Winona & St. Paul.....	96,000 00	95,272 50
Milwaukee, Lake Shore & Western.....	174,901 03	174,901 03
Wisconsin Central	95,500 00	95,500 00
Wisconsin & Minnesota and Chippewa		
Falls & Western.....	56,700 00	67,200 00
Milwaukee & Northern.....	107,750 00	.....
Totals	\$10,168,994 38	\$10,088,528 13

The dividends and rentals paid are as follows:

	Dividends declared.	Rentals paid.
Chicago, Milwaukee & St. Paul.....	\$2,210,617 08	.....
Chicago & Northwestern	2,586,637 75	\$1,428,227 24
Chicago, St. Paul, Minneapolis & Omaha..	925,451 25	28,655 44
Fond du Lac, Amboy & Peoria	3,774 27	224 75
Green Bay, Winona & St. Paul and G. B. & M	.....	24,633 74
Wisconsin Central .....	.....	250,810 41
Wisconsin & Minnesota and Chippewa	.....	.....
Falls & Western .....	.....	8,000 00
Totals	\$5,726,480 35	\$1,740,551 58

Employees.

EQUIPMENT.

The following table will show the increase in equipment during the year:

	1881.	1882.	IN- CREASE
Locomotives	1,157	1,376	219
Passenger cars.....	481	567	86
Baggage, mail and express cars.....	295	335	40
Parlor and sleeping cars	40	53	13
Freight cars (basis of 8 wheels)	38,121	43,720	5,599
Other cars	369	522	153
Totals.....	40,463	46,573	6,110

EMPLOYEES.

The number of persons employed and salaries paid by the companies in Wisconsin, are shown in the following table:

	Number Employees.	Salaries paid.
Chicago, Milwaukee & St. Paul.....	4,068	\$2,770,906 65
Chicago & Northwestern.....	4,003	2,202,566 75
Chicago, St. Paul, Minneapolis & Omaha.....	1,285	726,799 88
Fond du Lac, Amboy & Peoria	48	26,792 85
Milwaukee, Lake Shore & Western.....	659	314,645 00
Green Bay, Winona & St. Paul.....	414	185,590 00
Wisconsin Central.	1,349	623,846 00
Wisconsin & Minnesota and Chippewa Falls & Western	2	600 00
Milwaukee & Northern	2	1,770 00
Prairie du Chien & McGregor	20	15,360 00
	12,767	\$6,868,876 68

The first three companies are estimated according to mileage, but the rest are actual returns. This number only includes employes of railroads in active operation. During the activity in railroad building of the past year, 50 per cent. added to the above number of employes making the total about 19,000, is perhaps, not far out of the way, as the whole number engaged in

Accidents.

operation and construction of railroads in this state. At least 80,000 people in this state look to railway enterprise for daily subsistence.

ACCIDENTS.

Seven successive years have passed and the railroads report during that time no passenger killed in this state from causes beyond his control. The casualties during the year have been quite numerous, and several train accidents and collisions of trains have resulted in loss of life, but fortunately the passenger trains have escaped. While the showing as to passengers is remarkable for the paucity of accidents, the frequent injuries sustained by persons in the employ of the roads cannot be viewed but with alarm.

A fruitful source of accident to employes is the present mode of coupling cars, and until some automatic coupler is adopted, relieving employes from the necessity of passing between moving cars, any great reduction of accidents from this source cannot be hoped for. As cars of each company pass over the roads of every other corporation in the state, and of many outside of it, the difficulty of making a change in appliances which would at once be universal and uniform suggests itself. The total number of all accidents reported is 489. Sixty-eight per cent. of the whole number is reported by the Chicago, Milwaukee & St. Paul. The report of accidents by that company is very complete, but upon its perusal it will be noticed that many of them are of a trivial nature, so much so that the other companies do not report them at all, and others occurred in the shops of the company and are not strictly chargeable to railroad operation. The following comparative statement of accidents illustrates as well the degree of safety enjoyed by passengers as the exposure to danger to which employes are subjected.

Collisions.

	1881.	1882.
Passengers killed from causes beyond their control.....	.....	.....
Employees killed from causes beyond their control.....	1	15
Others (trespassers, etc.) killed from causes beyond their control.....	.....	.....
Passengers injured from causes beyond their control..	20	63
Employees injured from causes beyond their control.....	30	51
Others injured from causes beyond their control.....	.....	2
Passengers killed by their own misconduct or want of caution.....	.....	3
Employees killed by their own misconduct or want of caution..	38	36
Others killed by their own misconduct or want of caution	33	59
Passengers injured by their own misconduct or want of caution	10	12
Employees injured by their own misconduct or want of caution	233	201
Others injured by their own misconduct or want of caution...	34	59
Total number killed	72	113
Total number injured.....	327	376

The numerous accidents to trespassers illustrates, that the law making trespassing or walking upon railroad tracks a misdemeanor, is insufficient or fails of enforcement.

COLLISIONS.

The alarming frequency of train collisions cannot but awaken serious consideration. And, however fortunate it is, that passenger trains have so far escaped, this class of accidents is as liable to befall them as freights. Appropriate legislation would, in my opinion, lessen the danger in this regard. That somebody is in default when two trains are permitted to meet between stations without notice of each others proximity, thus making loss of life and human holocausts imminent, is clear. A strict accountability to criminal prosecution would tend to remove indifference to orders, as well as increase care in issuing them; and persons in responsible positions, where want of the utmost vigilance may result in disaster and death, must submit to being held to rigorous account for the manner in which they perform their duties. There is in this state no law which makes criminal negligence punishable as a crime, and I would suggest that a law similar to that of Massachusetts be enacted in that regard. It should include superintendents, train dispatchers, switchmen and all persons in control of trains or responsible for their movements.

Railway Construction in 1882.

A subject worthy of consideration in this connection is the length of time engineers, and men in charge of trains, are allowed, if not requested, to be on duty. It happens not infrequently that engineers of freight trains work from 30 to 48 hours without needed rest. The answer to this is made that no employe is *compelled* to work beyond regular hours. While this is true the inducement of extra compensation is held out to him if he does work; and in the laudable desire to earn the greatest possible wages, in the least possible time, the engineer, or whoever he may be, frequently forgets or disregards his duty to the public and remains at his post until sleep overtakes him, or drowsiness incapacitates him for vigilant service. While emergencies may arise when it is absolutely necessary that extra labor should be rendered, as a rule persons in charge of trains should not be allowed to start on runs on extra time. No sentinel on guard has a more delicate duty to perform than they, or is more directly responsible for the lives entrusted to his constant care, and they ought to bring to the discharge of those duties a clear and active mind and bodily vigor.

RAILWAY CONSTRUCTION IN 1882.

The railway net of the United States has been increased during the calendar year just closed by the addition of 10,800 (in round numbers) miles of new track. The Railway Age in summarizing the work for the year, gives the following interesting statements:

Railway Construction in 1882.

Track laid during the year 1882.

STATES.	Miles.	STATES.	Miles.
Alabama.....	37.5	Mississippi.....	87.25
Arizona.....	192.5	Missouri.....	308.65
Arkansas.....	529.1	Montana.....	309.5
California.....	285.86	Nebraska.....	210.7
Colorado.....	509.7	Nevada.....	44
Connecticut.....	2.65	New Hampshire.....	17.34
Dakota.....	480.2	New Jersey.....	85.1
Florida.....	204.6	New Mexico.....	21.69
Georgia.....	305	New York.....	732.32
Idaho.....	301	South Carolina.....	154.25
Illinois.....	385.20	Ohio.....	554.95
Indian Ter.....	67	Oregon.....	554.95
Indiana.....	528.9	Pennsylvania.....	404.15
Iowa.....	953.37	South Carolina.....	57
Kansas.....	217.85	Tennessee.....	133
Kentucky.....	86	Texas.....	817
Louisiana.....	52.75	Utah.....	175
Maine.....	28	Vermont.....	8
Maryland.....	41.75	Virginia.....	228.37
Massachusetts.....	5	West Virginia.....	20
Michigan.....	223.07	Wisconsin.....	390.29
Minnesota.....	441.4	Wyoming.....	25.00
In 44 States and Territories—Total.....			10,814

The above cannot, however, be taken as an absolutely correct statement of the mileage built, as it was published while it was still impossible that complete returns could have been obtained. But it, perhaps, approximates pretty closely the exact figures.

The journal from which the above table is taken, goes on to say:

“These figures place 1882 far ahead of any other year in respect to railway building, the increase over 1881, hitherto the year of most extraordinary construction, being about 1,500 miles, or more than 16 per cent.

Comparative railway mileage for ten years in the United States.

YEAR.	Miles built.	Total mileage.	YEAR.	Miles built.	Total mileage.
1873.....	4,107	70,278	1878.....	2,687	81,776
1874.....	2,105	72,383	1879.....	4,721	86,497
1875.....	1,712	74,096	1880.....	7,174	93,671
1876.....	2,712	76,808	1881.....	9,886	104,813
1877.....	2,281	79,089	1882.....	10,814	115,627

Railway Construction in 1882.

In regard to the prospects for future construction, we note the important fact that of the 316 roads which are covered by this record at least 140 are still uncompleted, and on many of these work will be resumed in the spring, if it is not continued during the winter. Bearing in mind that the number of lines on which grading was actively in progress during the year, although no track was laid, is very large, and that a host of new projects have been inaugurated upon which no tangible work has yet been done, and it appears that railway building is likely to be active during 1883, though it will probably be better for the country if it does not proceed with the extraordinary speed which has characterized the past two years."

Wisconsin has received her share of the activity in railway building, and records 390.29 miles of new track laid during the year. The largest portion of this is in the northern and comparatively undeveloped sections of the state.

The Legislature of 1882 by chapter 10 of the laws of that year, transferred to the Chicago, St. Paul, Minneapolis & Omaha Company the rights and privileges theretofore enjoyed by the Chicago, Portage & Superior. The transfer of the land grant, claimed by the latter company, to the Omaha, was made on condition that the Omaha Company complete its line into Superior before the 1st of December, 1882. About the middle of November, the provisions of the law were complied with. The line was completed and opened to the public and daily trains between St. Paul and Superior put in operation. The Chippewa Falls & Northern has just completed its line from Bloomer through the counties of Chippewa and Barron, and into the county of Burnett, forming a junction with the North Wisconsin Division of the Omaha road, a short distance north of Shell Lake and about six miles south of the junction of the Superior and Bayfield branches. It will be operated by and belong to the Chicago, St. Paul, Minneapolis & Omaha, when opened for traffic. This company has also extended its Bayfield branch by laying track to a point 30 miles north of Cable. It has about completed the grading of its line into Bayfield, and has finished the grading of a spur to Ashland from the main line, and will

Railway Construction in 1882.

undoubtedly have that portion of its system in operation early in the spring. The line connects with the Northern Pacific at Superior, and gives that road connection with a nearly direct route through the center of our state to Chicago, independent of St. Paul and Minneapolis, through which cities all its business has heretofore passed. Besides opening up large tracts of undeveloped country, valuable for its pine forests, these extensions of the Omaha line are of incalculable importance to the western and northern parts of our state, as well as the extensive country west of us tapped by this system, as they open a new way to the commerce of the lakes by short lines and easy grades. The magnificent harbors of Superior and Bayfield will naturally draw to those places commerce which would otherwise seek water communication at Milwaukee, Green Bay or Chicago, for the east. These lines complete the system of the Omaha in that portion of the state, with the exception of a short line from Chippewa Falls to connect with the main line at some point east of Eau Claire. This company has also built extensive shops at Sunnyside, about two miles east of Eau Claire, and generally improved the line to make it capable of doing the large business demanded of it. From being only a few years ago one of the poorest paying lines in the state, it has advanced to be one of the best.

The Chicago, Milwaukee & St. Paul is developing and maturing its system, building spurs and branches as local business demands. A spur has been built in the city of Stoughton to accommodate the flouring mills there; one near the village of Waterloo to stone quarry, and one in the city of Beaver Dam. A line from Brandon in Fond du Lac county to Markesan, in Green Lake county has just been completed. The Chippewa Valley & Superior commenced in 1881 was completed early in the summer, and passed into the hands of the Chicago, Milwaukee & St. Paul. This line besides opening up the new territory on the banks of the Chippewa river, is of great importance to the large lumbering establishments of Eau Claire and Chippewa Falls by offering this new outlet to their produce, and enabling them to reach this important system of roads in Minnesota, Iowa and Dakota over its own line. The road follows the banks of the Chip-

Railway Construction in 1882.

pewa river from Eau Claire to its mouth. At Reed's Landing it crosses the Mississippi river on a pontoon bridge, similar in construction to that at Prairie du Chien, and, as the Commissioner is informed, owned and operated by the same parties. A branch has also just been completed, leaving the main line on the east bank of the Chippewa near the mouth of the Red Cedar river, crossing the Chippewa, and following up the banks of the Red Cedar, through the city of Menomonie, in Dunn county, to Red Cedar Falls, a short distance north of where the Chicago, St. Paul, Minneapolis & Omaha crosses that stream.

The Wisconsin Central has added to its system a new line, built during the summer, from its line in the city of Neenah south through the cities of Oshkosh and Fond du Lac to a junction with the Chicago, Milwaukee & St. Paul at Schleisingerville; from which place it uses the road of the latter company into Milwaukee. The Central in this manner gains an entrance into Milwaukee independent of the Milwaukee & Northern, which road it formerly operated from Neenah south. A branch is also in process of construction from Chelsea northeasterly. The Packwaukee & Montello line, mostly built during the year, is operated by the Central.

The Milwaukee, Lake Shore & Western is pushing its branches steadily into the different sections of the upper Wisconsin valley, and is doing for the development of that portion of the state what the Omaha company does for the northwestern extreme part. The road has been extended from Summit Lake north to a point $11\frac{3}{4}$ miles north of Monico, with a branch from Monico to Rhinelander on the Wisconsin river. A branch has also been built from the main line at Antigo easterly to Bryant.

The Chicago & Northwestern has built a line from Trempealeau to Galesville, to aid in the building of which the latter town voted the company \$12,000.00.

The Northern Pacific has extended its line to a point southeast of Superior, about two miles, with a view of extending it to Ashland, and built a spur along St. Louis Bay to a point opposite Duluth, and has under construction extensive docks in Superior harbor.

The Wisconsin & Michigan has extended its line north from Stiles 40 miles.

Railway Construction in 1872.

The St. Paul Eastern Grand Trunk, after many disappointments, through the persevering industry and steadfastness of purpose of the men in charge of the enterprise, has at last got fully under way. The first 10½ miles west of Oconto is opened for traffic, with the expectation of constructing at least 60 miles the coming year, part of which is now ready for the ties.

A review of the work in this state during the calendar year gives results as follows:

	Miles built by each comp'y.	Total.
<i>Chicago, Milwaukee & St. Paul —</i>		
From main line in Stoughton to flouring mills.....	.80	.....
Spur to Waterloo stone quarry from main line.....	1.10	.....
Beaver Dam spur	2.10	.....
Brandon to Markesan	11.50	.....
Read's Junction to Eau Claire	46.67	.....
Red Cedar Junction to Cedar Falls and north	21.40	.....
		83.57
<i>Chicago & Northwestern —</i>		
Trempealeau to Galesville	6.64	.....
		6.64
<i>Chicago, St. Paul, Minneapolis & Omaha —</i>		
Bloomer to Chicago Junction	54.60	.....
From nine miles north of Superior Junction to Northern Pacific Junction	51.43	.....
From four miles north of Cable towards Bayfield	26.00	.....
		132.03
<i>Milwaukee, Lake Shore & Western —</i>		
From 2 miles north of Summit Lake north.....	24.70	.....
From Monico to Rhinelander.....	15.70	.....
From Antigo to Bryant.....	5.00	.....
		45.40
<i>Wisconsin Central (operating) —</i>		
Neenah to Schleisingsville (Milwaukee & Lake Winne- bago).....	65.00	.....
Packwaukee to Montello (Packwaukee & Montello).....	4.30	.....
		69.30
<i>Northern Pacific —</i>		
Superior to Omaha Junction	1.85	.....
		1.85
<i>Wisconsin & Michigan —</i>		
Stiles northerly	41.00	.....
		41.00
<i>St. Paul Eastern Grand Trunk —</i>		
Oconto to Stiles Junction.....	10.50	.....
		10.50
Total miles built during 1882.....		390.29

License Fees.

The total number of miles of railroad in Wisconsin at the close of 1882 was 3,833 $\frac{14}{100}$ miles, a gain of over 11 per cent. of the total mileage at the close of 1881, 3,436 $\frac{9}{100}$ miles. Besides the increased length of track the Northwestern has replaced the narrow gauge road from Montfort to Lancaster, Grant county, and from Montfort south to state line and Galena, with a standard gauge track. All the narrow gauge now belonging to that company in this state is the line from Lancaster Junction to Woodman, on the Wisconsin river, a distance of 18 $\frac{4}{100}$ miles. This line and the Fond du Lac, Amboy & Peoria, with an aggregate length of 48 $\frac{4}{100}$ miles, is all the narrow gauge left in the state. The mileage of standard gauge is 3,785 $\frac{28}{100}$.

The map following this report shows the lines as constructed at the end of the year, and also has indicated the projected lines as placed thereon by the engineers of the different companies. How much of this contemplated building will be completed during 1883 it is impossible to foretell; but the railroad building in the state will scarcely reach the extent it did in 1882.

LICENSE FEES.

The total income from railroad license fees for the fiscal year ending September 30, 1882, is reported by the Secretary of State at \$586,328.58, derived from the following companies. (Full returns of gross earnings for the year just closed have not yet been received, but the license fee for 1883 will not fall much short of \$700,000):

License fees paid in 1882.

Chicago, Milwaukee & St. Paul	\$281,714 87
Chicago & Northwestern.....	198,418 46
Chicago, St. Paul, Minneapolis, & Omaha.....	79,284 10
Wisconsin Central.....	17,681 63
Milwaukee, Lake Shore & Western	6,313 20
Green Bay, Winona & St. Paul.....	1,978 48
Prairie du Chien & McGregor.....	863 84
Fond du Lac, Amboy & Peoria	75 00
	<hr/>
	\$586,328 58
	<hr/>

Sleeping car companies located outside the state are not under the present law compelled to make reports, and do not pay any license fee to the state, the law only applying to companies and

License Fees.

persons "operating a railroad in this state." There seems to be no good reason why the law should not be amended so as to include these companies.

A matter of difference arose between the State Treasurer and the Chicago, Milwaukee & St. Paul Railway Company, as to the construction to be placed on the law regulating the licensing of railroads. The treasurer insisted that the company, coming within the first class of roads, should pay an annual license fee of four per cent. on the gross earnings of all lines operated by it within the state, whether main lines or branches and "feeders," built by the company, or lines acquired by purchase or operated under lease. The company on the other hand claimed that each of the several lines operated by it should be treated as a separate and independent road, and that the amount of license to be paid by each should be determined by the length of its line and the gross earnings thereof. The company made application for a writ of mandamus to compel the State Treasurer to issue the license, having first paid into the state treasury the amount which according to its construction of the law the license fees of its several lines aggregated. Upon demurrer to the petition for the writ, the supreme court after referring to the different acts bearing upon the subject, says:

"These several provisions pretty clearly evince an intention to allow the same corporation to operate several lines of railroad, provided they are not parallel and competing lines, but are capable of being connected so as to constitute one continuous main line, or when the road or roads so leased or purchased will constitute branches or feeders of the railroad of the purchasing corporation operating the same. Such being the legislative intent, it should not be frustrated by granting to such purchasing corporation a license to operate its main line, and then separate and independent licenses to operate each of the several branches and feeders so purchased and leased respectively, for such sums as the gross earnings and line of such operated roads respectively might indicate.

Here the relator operates, not only its main line, but the different branches and feeders named in the petition, and in view of the language of the statutes, we are clearly of the opinion that the State Treasurer was justified in refusing to issue the several licenses demanded for the money paid."

While the decision of the court in this case resulted to the benefit of the state, it is easy to conceive of a case where, applying the

Public Aid.

same rule, the state would be the loser. Suppose, for instance, that the gross earnings of a certain line are just, or slightly in excess of, \$3,000 per mile, and it becomes the owner of additional roads, the earnings of which average considerably less than that sum, thus reducing the line as a whole from the first to the second class of roads; in such a case the state would be the loser, and having received the advantage of the present law, could not well be heard to complain. A more evenly graded scale would, perhaps, be more just in all cases than the present law; and the subject is of sufficient importance to attract attention, although no definite improvement at present suggests itself.

PUBLIC AID.

Every county in the state except three—Adams, Door and Kewaunee—can boast of railroad facilities. While the state was undeveloped, and securities for investments in railroads of more uncertain value than at present, it may have been wise to encourage and attract railroad enterprise by municipal aid. But the roads of Wisconsin have outlived their infancy. They no longer need the fostering care of the public, and as a rule do not ask it, except in the legitimate soliciting of business. In the pursuit of the carrying trade of our abundant forest products, the railroad has become the pioneer, piercing the untrodden wilds, and opening the almost impenetrable wilderness to sunshine and civilization. The voting of aid by counties and towns to railroads is not of as frequent occurrence as formerly, and it is very questionable whether the embarrassments and hardships, usually resulting in the end from thus mortgaging the future, counterbalances the temporary relief which would be pretty sure to come without aid when business warranted. While, in a community geographically small, the benefit derived is as universal as the burden imposed when applied to counties—and in many instances to towns—that is by no means true. While some portion of the municipality, perhaps containing a bare majority of the voters, may be benefited to an extent sufficient to warrant the imposition of the required tax, other portions, deriving no advantage, ought in justice not to be

Rates and Charges.

made to share the burdens of those more fortunately located, simply because barely outnumbered in votes.

A great deal of animosity to railroads has grown out of the fact that communities found themselves compelled to pay aid voted, after they had come to the conclusion that the benefit derived was not equivalent to the tax imposed. In the opinion of the commissioner, the law giving counties and towns the privilege of voting aid to railroads should be so amended as to require the affirmative vote of at least two-thirds of all the voters in the district to secure its adoption, or be repealed altogether. Towns are included, for the reason that in the northern undeveloped portions of the state, where aid in the future will be asked, if anywhere, they are frequently of such large dimensions, that the argument applies to them equally with counties.

RATES AND CHARGES.

Very few complaints have been made to this office during the year, and none in regard to overcharges or discriminations. Those made were of a trivial nature and were promptly adjusted by the companies, when called to their attention. That unjust discriminations in some cases are practised as well between individuals as places, there is no doubt, but no complaints have been made thereof. The general questions of transportation and rates so extensively and variously discussed are of such magnitude, that it would be presumptuous after only a short and slight acquaintance and study of the subject to undertake its solution. After hearing elaborate and learned arguments of eminent counsel, pro and con, on the question of state regulation of traffic passing from points within to points without a state the supreme courts of Iowa and Illinois have come to conclusions diametrically opposed to each other. The former court in a late decision says:

“That an act of the state legislature, whose object and purpose is to control and regulate the shipment of freight to points in other states, is in violation of Art. I, Sec. 8, of the constitution of the United States, as being legislation on inter-state commerce, a subject which in its nature is national and requiring the exclusive legislation of congress. An inter-state contract of shipment, entered into by a common carrier is an entire contract, and the laws of

Rates and Charges.

the state wherein it is made, so far as they attempt to regulate inter-state commerce, do not enter into it as a part of the contract; being repugnant to the federal constitution."

The following is the decision in extenso of the supreme court of Illinois on the same question, the facts upon which it was based sufficiently appearing from the opinion written by Judge Craig:

The declaration in this case contained several counts, but the substance of the averments in each was that the defendant carried the same class of freight from Peoria to New York City for a less sum of money than it carried similar freight from Gilman to New York, and that Peoria was a greater distance from New York than Gilman. The decision of the Court sustaining a demurrer to the declaration was no doubt predicated on the view either that the statute did not in terms apply to the transportation of property beyond the limits of the state, or that the legislature had no power to pass a law regulating charges for the transportation of property from a point within the state of Illinois to a point within the state of New York. The action was brought under section 87, R. S. 1874, page 817, which declares: "If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this state, the same shall be deemed guilty of having violated the provisions of this act, and, upon conviction thereof, shall be dealt with as hereinafter provided."

In order to arrive at a proper construction of this section it should be read in connection with section 86, which precedes it. That section declares: If any railroad corporation organized or doing business in this state * * * shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this state which it has the right, license, or permission to use, operate or control, the same shall be deemed guilty of extortion and upon conviction thereof shall be dealt with as hereinafter provided.


It will be observed that this section is not limited to railroads organized under the laws of this state, but includes all railroad companies which operate railroads in this state regardless of the state in which they may be organized, and the language of the first part of section 87, "if any such railroad corporation shall," etc., brings all railroad corporations which operate railroads in the state within the provision of the section, whether they may

Rates and Charges.

be organized under our law or under the laws of some other state. The statute seems to make no distinction whatever between a railroad organized in this state and a railroad organized in another state. And by the terms of the section the offense consists in an unjust discrimination in the rates charged, first for the transportation of passengers or freight of any description; second, for the use and transportation of any railroad car upon the road; third, for the use of any railroad car upon any of the branches of the road; fourth, upon any railroads connected with the road or its branches which it is authorized to use in the state. There is nothing here which would confine the unjust discrimination to charges for the transportation of property within the limits of the state. The use of the words "within this state" in the last part of the section, cannot by any fair construction be held to limit the unjust discrimination mentioned in the statute to charges for the transportation of freight wholly within the state. The language "within the state" has reference to the roads which a railroad company may operate in the state.

Reliance is placed upon the language of the first part of section 88, which declares: If any such railroad corporation shall charge, collect or receive for the transportation of any passenger or freight of any description upon its railroad for any distance within this state, etc.; but upon an examination of the whole section it will be seen that it was not intended for the purpose claimed, but its main object is to provide and declare that certain things shall be *prima facie* evidence to sustain a charge of unjust discrimination. The title of the act is referred to in order to sustain the position of the defendant. It is true, the constitution requires the subject of an act to be embraced in the title, but the title of an act is no part of the law and we do not understand that the title is to be regarded on a question as to the intent of the legislature. At all events it can have no controlling effect; it might have a slight bearing when considered in connection with the whole act, but that is all.

Again in arriving at a proper construction to be placed upon an act of the legislature, it is a legitimate inquiry to ascertain the purpose and object of the law, the evil to be remedied and the wrong to be righted by the passage of the law. Now, if the object was to provide a reasonable and uniform system of rates and one which would prohibit a common carrier from charging one person more than another, why should a system be established which would afford relief and protection when property is to be transported from one point to another in the state and make no provision whatever when property is to be shipped from a point within to some point without the state? It is a part of the history of the country, with which the Legislature was no doubt familiar, when the law was enacted, that a much larger per cent. of the property shipped by rail was transported out of the state, than from one point to another within the state. This being the case it is unreasonable to believe that the legislature would provide relief in the latter case and take no action whatever to avert the evil in the former.



Rates and Charges.

But it is urged, if we are correct in the view, that the law is broad enough to include unjust discrimination in the rates of charges for the transportation of property, from a point within to a point without the state, it is then contended that the statute is in conflict with section 8, article 1, of the federal constitution, which declares that congress shall have the power to regulate commerce with foreign nations, and among the several states and with the Indian tribes. There is no doubt in regard to the right and the power of congress to regulate commerce among the states, but a law of a state which may incidentally affect commerce among the states has never, so far as we are informed, been regarded as falling within the inhibition of the federal constitution. In *Hall v. De Cuir*, 95 U. S., 487, where this question was under discussion it is said: There can be no doubt but that exclusive power has been conferred upon congress in respect to the regulation of commerce among the several state. The difficulty has never been as to the existence of the power, but as to what is to be deemed an encroachment upon it, for as has often been said, "Legislation may in a great variety of ways affect commerce and persons engaged in it without constituting a regulation of it within the meaning of the constitution.

It is no doubt true that the statute to prevent unjust discrimination in the rates of charges of railroad companies under which this action was brought, may affect commerce, but in our judgment it cannot be said to be a law regulating commerce among the states within the meaning of the federal constitution. The law does not purport to exercise control over any railroad corporation, except those that own or operate a railroad in the state. Such companies as have domestic relations with the people of the state, and as we understand the decisions of the Supreme Court of the United States, similar laws enacted by state authority have been upheld and sustained, although such laws may affect commerce. *Peik v. Chicago & Northwestern Railway Company*, 94 U. S., 164, is a case in point. The Chief Justice in delivering the opinion of the court as respects the questions involved, said: "The suits present the single question of the power of the legislature of Wisconsin to provide by law for a maximum of charge to be made by the Chicago & Northwestern Railway Company for fare and freight upon the transportation of persons and property carried within the state, or taken up outside the state and brought within it, or taken up inside and carried without."

In regard to the act of the legislature being in conflict with the constitution of the United States, the court said: "As to the effect of the statute as a regulation of inter-state commerce, the law is confined to state commerce, or such inter-state commerce as directly affects the people of Wisconsin. Until congress acts in reference to the relations of this company to inter-state commerce, it is certainly within the power of Wisconsin to regulate its fares, etc., so far as they are of domestic concern. With the people of Wisconsin

Rates and Charges.

this company has domestic relations. Incidentally these may reach beyond the state. But certainly, until congress undertakes to legislate for those who are without the state, Wisconsin may provide for those within, even though it may indirectly affect those without."

A similar question arose in *Chicago, Burlington & Quincy Railroad Co. v. Iowa*, 94 U. S., 155, and it is there said, the objection that the statute complained of is void because it amounts to a regulation of commerce among the states, has been sufficiently considered in the case of *Munn v. Illinois*. This road, like the warehouse in that case, is situated within the limits of a single state. Its business is carried on there, and its regulation is a matter of domestic concern. It is employed in state as well as inter-state commerce, and until congress acts, the state must be permitted to adopt such rules and regulations as may be necessary for the promotion of the general welfare of the people within its own jurisdiction, even though in so doing those without may be indirectly affected."

But it is said the cases cited are not authority, as the question involved here did not and could not arise in those cases. In the *Peik* case one of the allegations of the bill, upon which complainant relied to defeat the law of the state, was "that the eighteenth section is a regulation of inter-state commerce." And in the argument before the supreme court, one of the points relied upon, as shown in the statement of the case, was as follows: "The act is a regulation of inter-state commerce, and for that reason unconstitutional." In the other case, *C., B. & Q. vs. Iowa*, we find a similar allegation in the bill, and the same question raised in the argument. When a question is presented by a bill in equity, urged and relied upon in the argument, and passed upon by the court in the opinion, it cannot with reason be said that the point was not involved and the opinion of the court on the question is obiter. The question was made by the pleadings, argued by counsel and decided by the court. Under such circumstances, we perceive no good reason why the decision of the court may not be relied upon as authority. This statute in question, as before observed, was not passed for the purpose or with the view of regulating commerce among the states. Its object was to reach railroad companies which derived their powers to transact business from this state. Those that were organized under the laws of the state, and those that were organized in another state and doing business in this state. The regulation imposed by the statute is a matter of domestic concern pertaining to the people of the state and the railroads of the state. The *Wabash* railroad company, which was sued in this case, is engaged in state as well as inter-state commerce; and, as was said in the *Burlington* case, *supra*, the state must be permitted to adopt such rules and regulations as may be necessary for the promotion of the general welfare of the people within its own jurisdiction, even though in so doing those without may be

Rates and Charges.

incidentally affected. Should congress, under the provisions of the constitution which authorizes the regulation of commerce among the states, pass a law regulating the charges of all railroads engaged in inter-state commerce, it may be the law of this state might then be confined to charges for the transportation of property wholly within the state; but no such law has been passed, and that question does not come here. In conclusion, we are of the opinion the question involved is controlled by the decision in the two cases cited, which, so far as we can find, have not been modified by any subsequent decision of the supreme court of the United States. The judgment of the circuit court must be reversed and the cause remanded.

The following extract from the annual report of the United States Commissioner of Railroads made to the Secretary of the Interior for the year ending June 30th, 1882, is of interest in this connection:

The adjustment of railroad rates is one of the most difficult and delicate questions of modern times, and it is especially complicated in the United States, where every trunk line runs through several states, each independent within its own jurisdiction and jealous of all interference by the general government. The enormous extent of this interest and the rapidity of its growth, both in the increase of mileage and tonnage, demands that its relations to the public shall be under some judicious legal control. What it shall be and to what extent are questions upon which the most experienced experts differ, and as to which there is much popular misapprehension.

It is estimated by Mr. Henry V. Poor that there are now in the United States not less than 104,813 miles of railroad, which, at the low estimate of \$25,000 per mile, has cost over \$2,600,000,000. They have transported within the last year 350,000,000 tons, of an estimated value of \$12,000,000,000. Their gross receipts were \$725,325,119. They paid for wages and material \$449,565,071; for interest on funded debts, \$128,887,002; for dividends, \$93,344,200. They employed in operating the roads 1,200,000 persons, besides 400,000 in construction, or a total of 1,600,000 employes, or about one-thirty-second part of our population, estimated at 53,200,000.

Interests so vast and so necessarily and vitally bound up in the prosperity of the people can only be dealt with with the utmost caution and upon the fullest information.

As mere mechanical devices, railroads and their equipments may be regarded as well perfected, but in their relations to business they are still in their infancy, passing through formative discipline and experiment, and slowly but surely approaching a solution of the difficult questions which surround them.

Rates and discriminations are not entirely within the arbitrary determination of railroad companies. They are subject to competitions which they

Rates and Charges.

cannot control, upon the ocean, upon the lakes, and upon the rivers. There is scarcely a center of business in the country affording any considerable freights where they are not fiercely contended for upon all available national highways, as well as by canals and competing roads, with the necessary result of practically reducing all competing rates to the level of the lowest.

The great lakes and rivers so peculiarly advantageously located as to trade, with their numerous far-reaching and widely extended navigable tributaries, carry water competition into almost every portion of the country, with the effect of so reducing the general rates that the United States enjoys the cheapest railroad transportation in the world.

The experience of all railroads is that reduction in rates comes gradually but surely from increased traffic and production. The laws of trade must ultimately prevail in the management of railroads as in all other widely-extended business; but as yet no just basis of general application for the adjustment of rates and discriminations has been found, and it is undeniable that there are hardships neither few nor small arising from existing discriminations, often arbitrarily imposed, which affect disastrously local trade at non-competing points. There is a growing and clamorous demand among the people that railroad management shall be subjected to the restraints of law, nor is railroad management adverse to reasonable control. On the contrary, as I believe, a judicious law would be most acceptable.

It has become a necessity that "wars" of rates shall be controlled in the interests of both the people and the roads. They usually, in the ardor of competition, spring from selfish conflict of interests, and often from breach of faith, which no existing law can control, and are not infrequently connected with stock-jobbing speculations. They break out suddenly without warning, and rage with violence for a time, with rates reduced far below the cost of transportation, and cease as suddenly, with prompt restoration of rates. Such "wars" for the time unsettle, within their operation, commercial values, affording sudden and unreasonable profits to a few and entailing heavy losses upon others.

Railway commissioners have been appointed in 21 states, as per reports for 1881, as follows:

- Alabama, three commissioners, paid by railroads.
- California, three commissioners, paid by state.
- Connecticut, three commissioners, paid by railroads.
- Georgia, three commissioners, paid by state.
- Illinois, three commissioners, paid by state.
- Iowa, three commissioners, paid by railroads.
- Kentucky, three commissioners, paid by state.
- Maine, three commissioners, paid by state.
- Massachusetts, three commissioners, paid by railroads.

Rates and Charges.

Michigan, one commissioner, paid by state.

Minnesota, one commissioner, paid by state.

Missouri, three commissioners, paid by state.

New Hampshire, three commissioners, paid by state.

Ohio, one commissioner, paid by state.

Rhode Island, one commissioner, paid by state.

¹ South Carolina, one commissioner, paid by railroads.

Vermont, one commissioner, paid by railroads.

Virginia, one commissioner, paid by railroads.

Wisconsin, one commissioner, paid by state.

Texas, one railway inspector.

New York will have three commissioners in 1883.

The general scope of the laws under which these commissioners are appointed is to control railroads within the state, and they exercise, in many instances, a healthful influence over railroad management. But railroad transportation, strictly confined within state jurisdiction, is so limited that it leaves the real difficulties unsolved and nearly unaffected. It cannot be said that state laws have been successful in dealing with the subject.

Their limited jurisdiction involves conflicts with both the general government and their sister states. Diverse decisions have been rendered by the highest judicial tribunals of neighboring states upon state laws of like import and purpose.

The supreme court of Iowa, in *Carlton & Co. vs. Illinois Central Railway Company*, decided February 12, 1882, that "a railroad company has the right, as a common carrier, to make its own contracts and disregard any laws of a state which seek to regulate shipments to parts beyond the limits of the state, such laws being repugnant to the federal constitution."

The supreme court of Illinois, in *The People vs. The Wabash, St. Louis & Pacific Railway Company*, decided September 28, 1882, that "while the act of the Illinois legislature of May 2, 1873, to prevent unjust discrimination in the rates of charges of railway companies may affect commerce, it cannot be said to be a law regulating commerce among the several states within the meaning of the federal constitution."

Like diversity is found in the decisions of other states, but the conflicting views are well discussed in the cases cited.

If the supreme court of the United States should concur with the supreme court of Illinois, then each state and all states would be at liberty, in the absence of federal law, to enact regulations each for itself, with absolute certainty of conflict of laws, and with none having extra state authority.

If they should concur with the supreme court of Iowa, then it is a matter

¹ In South Carolina an act approved December 21, 1882, provides for the appointment of three commissioners to be paid by the state.—*Commissioner*.

The Railroad War.

of exclusive federal jurisdiction, and only congress could legislate on the subject with any effect beyond state lines.

The power of congress over the whole subject can hardly be questioned.

The supreme court of Illinois concedes it, and the decisions of the supreme court of the United States seem to render it indisputable.

In *Hall vs. De Cuir* (95 U. S. R., 488), Chief Justice Waite, in a full discussion of the subject, and citing many authorities, says:

"We think it may safely be said that the state legislation which seeks to impose a direct burden upon interstate commerce, or to interfere direct with its freedom, does encroach upon the exclusive power of congress."

Judge Clifford, delivering a concurring opinion (p. 491), says:

"Power to regulate commerce is by the constitution vested in congress; and it is well-settled law that the word "commerce," as used in the constitution, comprehends navigation, which extends to every species of commercial intercourse between the United States and foreign nations, and to all commerce with the general states, except such as is completely internal, and which does not extend to or affect the other states."

The universal use and absolute dependence of all inter-state commerce upon railroads give constant rise to new questions under new conditions, which only experience can properly solve. It would seem that true wisdom would hasten slowly in dealing with this great problem, seeking the fullest information as the only true basis for wise legislation. The solution must lie in the just application of the laws of trade and commerce, with such authoritative regulation by law as will hold abuses in check, and this power can be derived only from federal law of universal application. I have felt it to be my duty to call attention to this subject, although I have not thought it appropriate to discuss the question in detail.

Any law not based upon full information might work great injustice to the companies and be inadequate to the proper protection of the people. Experience has shown that unreasonable laws cannot be enforced, and in many instances have worked such great embarrassment to transportation as to become inoperative by common consent. Many such laws hastily enacted have been quickly repealed.

I therefore respectfully recommend that a commission be appointed to take into consideration the whole question, and report to congress the facts necessary for intelligent and efficient action upon the subject.

THE RAILROAD WAR.

A war of rates among the roads doing business between Chicago and St. Paul raged for nearly four weeks with much fierceness and with excessive cutting of rates, and was ended by an amicable settlement between the presidents of the different roads

Examinations.

interested, December 14. The fact that Mr. Porter, President of the Chicago, St. Paul, Minneapolis & Omaha, insisted during the difficulty that a division of territory among the belligerents must be agreed upon, created much excitement in the public mind, and called forth well-deserved criticism from the press. Under the misapprehension that an arrangement was actually concluded to divide territory, and that one road shall in the future not encroach upon the territory assigned to its rivals, by the building of new lines into it, many newspapers in the state still continue their attack, not only on Mr. Porter but on all the railroads engaged in the war and affected by the agreement. The Commissioner understands that no assignment of territory was made, and no arrangement to assign, but that that question was purposely omitted from the agreement. Mr. Porter, who perhaps more than any other person had urged on the war, for the reason, as he alleged, that the Chicago, Milwaukee & St. Paul had encroached upon his territory by the lines constructed to Eau Claire and Menomonie in this state and Stillwater in Minnesota, found no supporters in his position among the other companies. On the contrary, the Chicago, Milwaukee & St. Paul fought his position to the end, and the war was terminated not because anything was yielded to that theory, but because Mr. Porter found the occasion opportune to dispose of his interest in the Omaha to the owners of the Northwestern. The Railway Age of December 21, in an article on the subject of the settlement, says:

“No pool has been formed, there is to be no division of business, and there is no agreement about building into contiguous territory. Each party agrees to maintain rates for one year, and each means to get all the business it can and to keep it.”

EXAMINATIONS.

In the performance of his duties, the commissioner has inspected personally a large proportion of the roads in the state. The companies are generally improving their properties and bringing them to a higher state of perfection, replacing iron with steel, wooden bridges with iron ones, filling up trestle works with solid earthen

Examinations.

embankments, reducing grades and improving their depot buildings to meet the demands of an ever increasing traffic.

The Green Bay road was examined by my predecessor during the summer of 1881, with the aid of an expert, and reported "safe for careful present use." This road has not been very remunerative to the owners, and that high state of perfection of roadbed, rolling stock and commodious and comfortable depots found on the Chi., Mil. & St. P., Chi. & N. W. and Omaha lines, cannot reasonably be expected from it. In view of the report above referred to, as well as casual intimation as to the condition of the road, the commissioner concluded that public safety required another examination to be made, and for that purpose called to his aid Prof. Conover, of the civil engineering department of the State University. The company met us cordially and placed a special train at our disposal, giving us every facility for a thorough and independent investigation. The examination was made in the latter part of June, and Prof. Conover's report thereof is presented herewith. The road throughout showed evidence of progressive improvements in the repairs of bridges and general betterments of roadbed and track. The company contemplates an extension of its line from Merrilan to St. Paul, in which event we may hope for a better showing of its finances, which will naturally result in a better road throughout. While struggling along at its present rate, the officers are doing all in their power to improve its property and using all the revenue at their command for that purpose. No accidents to trains have occurred on the line since the Hemlock Creek disaster May 7, 1881. The road is in careful hands and the entire freedom from accident is good guaranty of its safety under the present management. I am informed by the officers of the company that the general improvements noticed by us were continued throughout the season; but that the company was unable to replace the Wolf river draw, mentioned in Mr. Conover's report, for want of proper material, something they were unable to procure during the summer season; promising that it shall be replaced before the opening of navigation in 1883.

Conclusion.

IN CONCLUSION.

It is but justice to the companies to say that they have promptly responded to the requests made by the commissioner, and furnished the information called for. The Milwaukee and St. Paul report will be found to be remarkably complete. It was so returned in the first instance, and is beyond question the most perfect report ever made to this office. Almost the same remark might be made in regard to the report of the Chicago and Northwestern. While some of the other reports are less complete, it is perhaps owing more to a less accurate system of book-keeping than any hesitancy in making public the results of operations. Answers to particular questions have uniformly been made when the facts were in possession of the parties called on.

The commissioner has considered his position that of a mediator, and as disputes and misunderstandings will naturally arise in the details of a business so far-reaching and diversified as is that of railroads, he has acted in the spirit of arbitrator, whenever complaints have been lodged with him, deeming such a course the most beneficent to the community at large, as well as being the real spirit of the law establishing the office. In the matter of complaints he has given the law a liberal construction considering the substance of more importance than form. In no instance have the companies objected to their consideration for the reason that they were not in proper form.

The present commissioner retained as secretary Mr. J. H. Foster who has served in that capacity now seven years, and to whose valuable assistance he owes the compilation and perfection of the numerous comparative tables of statistical information submitted herewith, as well as information generally concerning the previous history of the office and the manner of procedure pursued by his predecessors.

Respectfully submitted,

NILS P. HAUGEN,

Railroad Commissioner.

REPORT OF EXAMINATION
OF
GREEN BAY, WINONA & ST. PAUL RAILROAD,
BY
PROF. ALLEN D. CONOVER, CIVIL ENGINEER.

MADISON WIS., September 1, 1882.

Hon. N. P. HAUGEN, *Railroad Commissioner*:

SIR—I have the honor to make the following report upon the condition of Green Bay, Winona & St. Paul Railroad on the 22d of June last.

Keeping in mind that the road is properly one of the second class, with only a light traffic over the most of its line, and that there is therefore less occasion than upon a trunk line for great care in its maintenance, there were still several things noted which call for special mention.

Over the whole of the line from Green Bay to Winona Junction the condition of the road bed, ballasting and tieing was nearly everywhere excellent. The ties appeared to have been largely renewed at a very recent date, and there were not upon the whole line more than half a dozen miles meriting any criticism in this particular, while they were in fair condition.

Between Green Bay and the crossing of Duck creek, the track is all steel and in excellent condition.

From this point to New London, a distance of about sixteen miles, the track was of very old iron rails, in lengths from four to sixteen feet, and in very ragged and unsafe condition. These defective rails were, however, carefully spiked to new and heavy ties, and rendered as safe as they could be, but not a safe track for other than light, low speed traffic.

RETURNS
OF
RAILROAD COMPANIES

*DOING BUSINESS IN THE STATE OF WISCONSIN
DURING THE YEAR ENDING JUNE
30, 1882.*

1 — RAIL. COM.

Examination of Green Bay, Winona & St. Paul Railroad.

From New London to Grand Rapids, ragged rails and mashed rail ends were much less numerous, and with rigid inspection and constant repairs, the track is a safe one for the light traffic of the road. West of Grand Rapids the track was everywhere in very good condition.

At Shiocton, the light timber "jack-knife" drawbridge was found to be in a dangerous condition; top chord badly cracked and somewhat rotted, cross ties and lateral braces in bad condition, and some of the angle blocks and braces slipped from position. The bridge also deflected more than safety allows under the passage of loads. The structure is incapable of proper repairs, and should be replaced by a new and heavier one.

The numerous piling trestles upon the eastern half of the line were all in fairly good condition, with the exception that the track stringers in some instances showed considerable surface decay, in nearly all cases proving upon investigation to be sound in body. They have, however, most of them reached that uncertain age when security beyond doubt can only be obtained by their renewal.

This further exception should be taken to the practice in the spacing of ties upon all bridge structures, where they were spaced as far, and often farther, apart than upon the solid ground. This arrangement often turns into serious disaster the derailment of a single car, which the closer spacing of the ties, say one foot centers, might render of little damage.

ALLAN D. CONOVER,
Civil Engineer.

RETURNS
OF
RAILROAD COMPANIES

*DOING BUSINESS IN THE STATE OF WISCONSIN
DURING THE YEAR ENDING JUNE
30, 1882.*

1—RAIL. COM.

Chicago, Milwaukee & St. Paul Railway Company.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Alex. Mitchell	Milwaukee.
Vice-President	Julius Wadsworth	New York.
Secretary	P. M. Myers	Milwaukee.
Treasurer	R. D. Jennings	Milwaukee.
General Solicitor	Jno. W. Cary	Milwaukee.
General Manager	S. S. Merrill	Milwaukee.
General Superintendent	J. T. Clark	Milwaukee.
Chief Engineer	D. J. Whittemore	Milwaukee.
General Auditor	James P. Whaling	Milwaukee.
Comptroller	E. Q. Sewall	Milwaukee.
Superintendent Freight Traffic	Wm. G. Swan	Milwaukee.
General Freight Agent	Geo. Olds	Milwaukee.
General Pass. & Ticket Agent	A. V. H. Carpenter	Milwaukee.

1. General offices at Milwaukee, Wisconsin.
2. Designate principal office in Wisconsin as per Section 1750, Revised Statutes. Milwaukee, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
Alex. Mitchell	Milwaukee.	J. Milbank	New York.
Julius Wadsworth	New York.	Jas. T. Woodward	New York.
Selah Chamberlain	Cleveland.	Peter Geddes	New York.
A. R. Van Nest	New York.	James Stillman	New York.
Wm. Rockefeller	New York.	S. S. Merrill	Milwaukee.
H. T. Dickey	Newport, R.I.	Jason C. Easton	Lanesboro, Minn.
Jno. Plankinton	Milwaukee.		

Chicago, Milwaukee & St. Paul Railway Company.

EXECUTIVE COMMITTEE.

Alexander Mitchell, S. Chamberlain, Julius Wadsworth,
J. Milbank, Peter Geddes.

3. Date of Annual Election of Directors, June.
4. Name and address of person to whom correspondence concerning this Report should be directed, J. P. Waaling, Gen'l Auditor, Milwaukee.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

	In Wisconsin.	Whole line.
1. Total income, (earnings, including elevators)	\$8,054,201 67	\$19,043,890 17
2. Operating expenses, (excepting taxes)	3,730,371 70	10,151,035 41
3. Excess of income over operating expenses	\$4,323,829 97	\$8,892,854 76
4. Taxes	263,114 63	507,861 91
5. Rentals, (specifying amount to each company)	None.	None.
5½. Premiums, interest and other income	125,620 47	296,975 11
6. Interest accrued during the year, viz: ..	1,984,491 10	4,691,468 33
On funded debt . . . \$4,691,468 33		
On other debt		
7. Dividends declared, viz: ¹	935,091 02	2,210,617 08
On prefer'd st'k 7 p. c., \$957,318 80		
On com'n st'k 7 p. c. 1,253,298 28		
8. Sinking funds		
9. Total of 4, 5, 6, 7 and 8	\$3,182,696 75	\$7,409,947 32
10. ² Balance for the year June 30, 1882, being the difference between 3 and 5½ and 9.	\$1,266,753 69	\$1,779,882 55

¹ No. 23. Preferred \$12,950,483 at 3¼ per cent., \$453,266 90.
Common \$15,404,241 at 3½ per cent., \$539,149 14.

No. 24. Preferred \$14,401,483 at 3¼ per cent., \$504,051 90.
Common \$20,404,261 at 3½ per cent., \$714,149 14.

² State whether surplus or deficit.

Chicago, Milwaukee & St. Paul Railway Company.

CAPITAL STOCK.

Capital stock authorized by charters.

Cannot state.

¹ Proportionate amount of same for Wisconsin.

How many kinds of stock at date of last report?

Two. Preferred and common.

Amount of common stock at date of last report \$15,404,261 00

¹ Proportionate amount of common stock for Wisconsin,
June 30, 1882..... 5,181,501 00

Amount of preferred stock at date of last report..... 12,950,488 00

¹ Proportionate amount of preferred stock for Wisconsin,
June 30, 1882 3,835,918 00Total capital stock at date of last report \$28,354,744 00

Rate of preference: Preferred stock is entitled to 7 per cent.
dividend, if earned, to the exclusion of common stock, but
common stock is entitled to 7 per cent. before preferred
stock can have more, after that, no preference.

How much common stock has been issued since date of last
report? 50,000 shares..... \$5,000,000 00¹ Proportionate amount of same for Wisconsin 1,269,711 00

For what purpose, and what was received therefor?

Cash.

How much preferred stock has been issued since date of last
report? 21,550 shares..... 2,155,000 00¹ Proportionate amount of same for Wisconsin 547,245 00

For what purpose and what was received therefor?

2,155 mortgage bonds of company

Total amount of stock now outstanding..... \$35,509,744 00¹ Proportionate amount of same for Wisconsin \$9,017,419 00¹ Made on a basis of miles of road within the state relative to the whole number of miles
owned by the company.

Chicago, Milwaukee & St. Paul Railway Company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest and where and when payable.

NAME OF BONDS.	Where payable.	When payable.	Date of issue.	Rate of interest.	Amount.
Consolidated	New York..	July 1, 1905 ..	1875..	7....	\$11,240,000 00
Consolidated, "old issue."	New York..	July 1, 1904 ..	1874..	7....	215,000 00
La Crosse Division	New York..	Jan. 1, 1893 ..	1863 ..	7....	5,525,000 00
Iowa & Minnesota Division	New York..	July 1, 1897 ..	1867 ..	7....	8,382,000 00
Prairie du Chien Division, 1st mortgage	New York..	Feb. 1, 1898 ..	1868 ..	8....	3,674,000 00
Prairie du Chien Division, 2d mortgage	New York..	Feb. 1, 1898 ..	1868 ..	7 3..	1,299,000 00
Chicago & Milwaukee Division	New York..	Jan. 1, 1903 ..	1873 ..	7....	2,494,000 00
St. Paul (or River) Division	London ..	Jan. 1, 1902 ..	1872 ..	7....	3,998,000 00
Iowa & Dakota Division	New York..	July 1, 1899 ..	1869 ..	7....	558,000 00
Iowa & Dakota Division, extended	New York..	July 1, 1908 ..	1878 ..	7....	3,764,000 00
Hastings & Dakota Division	New York..	Jan. 1, 1902 ..	1872 ..	7....	97,000 00
Hastings & Dakota Division, extended	New York..	Jan. 1, 1910 ..	1880 ..	7....	5,290,000 00
South-Western division	New York..	July 1, 1909 ..	1879 ..	6....	4,000,000 00
La Crosse & Davenport Division	New York..	July 1, 1919 ..	1879 ..	5....	2,500,000 00
Chicago & Pacific Division	New York..	July 1, 1910 ..	1880 ..	5....	3,000,000 00
Southern Minnesota Division	New York..	Jan. 1, 1921 ..	1881 ..	5....	10,728,000 00
Chicago & Pacific (Western) Division	New York..	July 1, 1910 ..	1880 ..	6....	7,439,000 00
Southern Minnesota Division	New York..	July 1, 1910 ..	1880 ..	5....	2,840,000 00
Mineral Point Division	New York..	July 1, 1910 ..	1880 ..	5....	6,500,000 00
Dubuque Division	New York..	July 1920 ..	1880 ..	6....	1,700,600 00
Wisconsin Valley Division	New York..	July 1, 1921 ..	1881 ..	5....	1,000,000 00
Wisconsin & Minnesota Division	New York..	July 1, 1921 ..	1881 ..	5....	1,359,000 00
Chicago & Lake Superior Division	New York..	July 1, 1921 ..	1881 ..	5....	387,000 00
Second Mortgage	New York..	Oct. 1884 ..	1884 ..	7....	123,000 00
Minnesota Central	New York..	July 1, 1894 ..	1864 ..	7....	215,000 00
Milwaukee & Western	New York..	July 1, 1891 ..	1861 ..	7....	318,000 00
Land Grant Income	New York..	July 1, 1890 ..	1880 ..	7....	\$83,643,000 00
2. Total bonded indebtedness					21,240,479 00
3. Proportionate amount of above for Wisconsin on basis of miles of road					

Chicago, Milwaukee & St. Paul Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt in excess of assets	\$1,593,846 60
2. Proportionate amount of above for Wisconsin on basis of miles of road	404,745 00

RECAPITULATION.

	In Wisconsin.	Whole line.
1. Amount of common stock.....	\$5,181,501 00	\$20,404,261 00
2. Amount of preferred stock.....	3,835,918 00	15,105 483 00
3. Total of capital stock.....	\$9,017,419 00	\$35,509 744 00
4. Total of bonded indebtedness.....	21,240,479 00	83,643,000 00
5 Total of unfunded and floating debt in excess of assets.....	404,745 00	1,593,846 60
6. Total of stock and debt	\$30,662,643 00	\$120,746,590 60
7. Capital stock per mile of road.....	\$8,357 00	\$8,357 00
8. Bonded indebtedness per mile of road	19,686 00	19,686 00
9. Unfunded and floating debt per mile of road, in excess of assets	375 00	375 00
10. Total of stock and debt per mile..	\$28,418 00	\$28,418 00
11. Number of miles of road on which stock and debt are apportioned.....	1,079	4,249

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Pay rolls and bills	\$2,043,941 95
Dividends and interest unclaimed	98,030 05
Due sundry companies, individuals, etc	943,153 07
Total.....	\$3,090,125 07

QUICK ASSETS.

1. Specify particularly:	
Cash on hand.....	\$1,032,597 29
Bills receivable	1,000 00
Materials and fuel on hand.....	1,949,979 90
Dr. balances, other companies, individuals, etc.....	636,045 23
Total.....	\$3,619,622 42

Chicago, Milwaukee & St. Paul Railway Company.

ANALYSIS OF EARNINGS.

	In Wisconsin.	Whole line.
1. Earnings from local passengers..... }		\$3,785,993 81
2. Earnings from through passengers.. }	\$1,777,363 80	933,642 38
3. Earnings from express and baggage ..	150,303 94	365,492 16
4. Earnings from mails.....	163,070 25	412,266 95
5. Earnings from other sources passen- ger department.....	78,459 53	176,233 24
6. Total earnings, passenger dep't...	\$2,169,197 52	\$5,673,633 54
7. Earnings from local freight }		\$12,512,023 20
8. Earnings from through freight }	\$5,654,093 60	590,161 44
9. Earnings from all others sources freight department.....		
10. Total earnings freight department	\$5,654,093 60	\$13,102,184 64
11. Total transportation earnings	\$7,823,291 12	\$18,775,818 18
12. Rents	\$8,381,37	\$10,688 07
13. Income from all other sources ¹ (speci- fying same):		
Telegraph earnings.....		7,297 39
Stock yards earnings	74,824 53	74,824 53
Elevators	147,704 65	175,262 00
14. Total income, all sources..	\$8,054,201 67	\$19,043,890 17
15. Earnings per mile of road operated ...	\$7,423 23	\$4,730 23
16. Earnings per train mile run from all trains earning revenue.....	2 09	1 64
17. Earnings from passenger trains per train mile run.....	1 71	1 44
18. Earnings from freight and mixed trains per train mile run.....	2 20	1 71
19. Number of miles of road operated (question 15)	² 1,085	² 4,026
20. Number train miles run by all trains earning revenue (question 16)	3,844,680	11,608,449
21. Number train miles run by passenger trains (question 17).....	1,270,208	3,934,908
22. Number train miles run by freight trains (question 18).....	2,391,862	7,103,312
23. Number train miles run by mixed trains (question 18)....	182,610	570,234

¹ This should include "credit balances" of car mileage account.

² Average number of miles in operation for the year.

Chicago, Milwaukee & St. Paul Railway Company.

ANALYSIS OF EXPENSES.

	In Wisconsin.	Whole line.
1. Salaries of general officers and clerks.	\$121,594 06	\$313,238 93
2. Legal expenses.....	22,583 80	57,606 70
3. Insurance	19,260 43	46,096 58
4. Stationery and printing, and train and station supplies	156 072 19	371,052 58
5. Outside agencies and advertising	59,649 38	141,286 40
6. Contingencies and miscellaneous.....	90,331 25	175,642 25
7. Repairs of bridges (including culverts and cattle guards)	57,237 47	182,594 65
8. Repairs of buildings.....	92,671 06	221,374 79
9. Repairs of tools and machinery.....	45,229 98	114,614 97
10. Repairs of fences, road-crossings and signs	30,590 78	71,222 62
11. Renewal of rails.....		
[No. tons, say 8,500]		
12. Renewal of ties.....	631,549 17	1,930,733 37
[No. laid; cannot state the No. of ties laid in renewal at this time.]		
13. Repairs of road-bed and track.....		
14. Repairs of locomotives	197,272 44	560,284 16
15. Fuel for locomotives	584,010 68	1,564,532 90
16. Water supply (inc. in other accounts)		
17. Oil and waste	74,576 54	216,277 96
18. Locomotive service, salaries and wages	380,075 23	1,091,806 04
19. Repairs of cars.....	227,269 94	576,623 96
20. Train service, salaries and wages	286,168 68	817,938 61
21. Passenger train supplies. Included in question 4.....		
22. Mileage passenger cars, debit balance. None.....		
23. Repairs of freight cars. Included in question 19		
24. Freight train service, salaries and wages. Included in question 20....		
25. Freight train supplies. Included in question 4		
26. Mileage, freight cars, debit balances..		
27. Telegraph expenses. Included in other accounts		
28. Loss and damage, freight and baggage	12,504 93	43,820 97
29. Loss and damage, property and cattle	8,593 54	60,605 54
30. Personal injuries.....	53,747 13	131,692 91
31. Agents and station service, salaries and wages	579,383 02	1,461,988 54
32. Station supplies. Inc. in question 4..		
33. Total operating expenses, less taxes	\$3,730,371 70	\$10,151,035 41
34. Taxes.....	263,114 63	507,861 91
35. Total operating expenses and taxes	\$3,993,486 33	\$10,658,897 32
36. Percentage of operating expenses less taxes to earnings	47 per cent.	53 per cent.
37. Percentage of operating expenses and taxes to earnings.....	50 per cent.	56 per cent.

Chicago, Milwaukee & St Paul Railway Company.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1882.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July	\$388,934 22	\$1,082,439 55	\$97,393 24	\$1,568,766 01
August	437,775 05	1,139,297 78	111,288 29	1,678,861 12
September ..	465,330 64	1,085,536 94	93,782 60	1,644,670 18
October	395,793 97	1,109,742 21	85,516 32	1,591,052 50
November	341,085 08	1,141,037 28	87,455 50	1,569,597 86
December	347,546 80	1,320,463 43	186,259 66	1,854,269 89
1882.				
January	296,113 74	1,045,940 47	92,492 51	1,434,536 72
February	285,998 79	1,003,679 06	86,699 06	1,376,376 91
March	442,413 30	1,028,214 36	90,758 65	1,561,386 31
April	447,700 56	966,363 90	103,504 86	1,517,569 32
May	441,542 74	1,092,396 76	93,993 20	1,627,932 70
June	439,401 80	1,087,032 90	92,996 45	1,619,431 15
Totals	\$4,719,636 19	\$13,102,184 64	\$1,222,069 34	\$19,043,890 17
Pro. for Wisconsin	\$1,777,363 80	\$5,654,093 60	\$622,744 27	\$8,054,201 67

Chicago, Milwaukee & St. Paul Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses's Less Taxes.	Taxes.	Interest.	Dividends.	Total.
1881.					
July	\$722,418 50	\$37,218 78	\$383,142 26	\$184,218 09	\$1,326,997 63
August	847,167 73	36,546 82	383,142 27	184,218 09	1,451,074 91
September	817,509 79	44,475 66	383,142 26	184,218 09	1,429,345 80
October	876,582 14	50,843 02	383,142 27	184,218 09	1,494,285 52
November	915,469 23	48,187 31	383,142 26	184,218 09	1,531,016 99
December	902,555 35	30,586 22	383,142 26	184,218 09	1,500,501 92
1882.					
January	811,191 20	46,517 29	383,142 26	184,218 09	1,425,068 84
February	764,754 97	33,629 73	383,142 26	184,218 09	1,365,745 05
March	807,870 82	35,347 27	383,142 26	184,218 09	1,410,078 44
April	846,716 75	46,835 59	383,142 26	184,218 09	1,460,912 69
May	913,047 27	47,156 36	383,142 26	184,218 09	1,527,563 98
June	926,251 66	51,017 86	383,142 26	184,218 09	1,544,629 87
Total	\$10,151,035 41	\$507,861 91	\$4,597,707 14	\$2,210,617 08	\$17,467,221 54
Pro. for Wisconsin	\$3,730,371 70	\$263,114 63	\$1,944,830 12	\$385,091 02	\$6,873,407 47

Chicago, Milwaukee & St. Paul Railway Company.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING
THE YEAR.

	In Wisconsin.	Whole line.
1. Grading and masonry.....		
2. Bridging.....	\$9,640 00	\$43,171 95
3. Superstructure, including rails.....		
4. Land.....	87,205 96	373,381 63
5. Passenger and freight stations, wood and coal sheds, and water stations...	84,272 50	429,732 63
6. Engine houses, car sheds and turn- tables.....	91,453 67	107,362 82
7. Machine shops.....	304,925 76	388,488 46
8. Engineering, agencies, salaries and other expenses during construction double track, side tracks, etc.....	150,037, 25	378,864 77
9. Purchase of roads (specifying same)...		
Southern Minnesota Ry.....		
Chicago & Pacific Ry.....		
Mineral Point R. R.....		
Chicago, Clinton, Dubuque & Minn. R. R.....		
Wisconsin Valley R. R.....		
Pine River Valley & Stevens Point R. R.....	480,421 44	3,935,226 48
Western Union R. R.....		
Hastings & Dakota Ry.....		
Davenport & Northwestern Ry...		
Iowa Eastern Ry.....		
Dubuque Southwestern Ry.....		
Sioux City & Dakota Ry.....		
Cost Wisconsin & Minn. Division..		126,780 00
Cost Chicago & Lake Superior Div.	169,078 68	169,078 68
Construction Iowa & Dakota Divis- ion Extensions.....		453,489 33
Construction Hastings & Dakota Di- vision Extensions.....		972,968 05
Construction Southern Minnesota Division Extensions.....		497,264 47
Construction Libertyville Extension		758 41
Construction Line St. Paul to Min- neapolis.....		19,263 69
Construction Monroe Extension...	271,515 51	271,515 51
Construction Minneapolis Extension		52,641 23
Construction Marion Extension...		6,457,149 07
Construction Clinton Extension....		46,617 42
Construction Rockton Extension...		292,426 82
Construction Ottumwa Extension...		11,695 81
Construction Emmetsburg Extens'n		263,668 13
Construction Mazomanie Extension	145,068 04	145,068 04
Construction Brodhead Extension..	3,884 99	3,884 99
Construction Beaver Dam Extens'n.	18,408 93	18,408 93
Construction Red Wing Extension..		9,935 21
Construction Stillwater Extension..		484,658 96
Purchase of track, St. Paul.....		25,000 00
10. Total for construction, purchase, etc..	\$1,815,911 73	\$15,978,501 49

*Chicago, Milwaukee & St. Paul Railway Company.*PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING
THE YEAR — continued.

	In Wisconsin.	Whole line.
11. Locomotives [Number 125]		1,428,601 48
12. Parlor and sleeping cars [Number 12]		145,608 55
12½. Passenger cars [Number 36]		183,209 33
13. Mail and baggage and express cars, } built and partially built in compa- } ny's shops (part cost) [Number 41] }	1,280,403 81	54,897 91
14. Freight and other cars [Number 2058] }		1,214,642 09
15. Total for equipment	\$1,280,403 81	\$3,026,959 36
16. Other expenditures charges to property } account (specifying same)		
17. Total expenditures charged to prop- } erty accounts	\$3,096,315 54	\$19,005,460 85
18. Property sold (or reduced in valuation } on the books) and credited property } accounts during the year (specifying } same)		
Real estate in Chicago sold		\$10,468 33
19. Net addition to property account for } the year	\$3,096,315 54	\$18,994,992 52

Chicago, Milwaukee & St. Paul Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.	In Wisconsin.	Whole line.
1. Cost of line June 30, 1881.....	\$29,922,213 79	\$107,588,572 10
2. Paid for construction during the year, as per construction account on p. 10 .	1,815,911 73	15,978,501 49
3. Paid for equipment during the year, as per equipment account on page 10..	1,280,403 81	3,026,959 36
		\$19,005,460 85
Less real estate in Chicago, sold.....		10,468 83
4. Total expended for construction and equipment during the year ending June 30, 1882.....	\$3,096,315 54	\$18,994,992 53
5. Total cost of entire line to date, June 30, 1882	\$32,143,627 02	\$126,578,564 63
6. Miles of road	1,079	4,249
7. Cost of road per mile.....	\$29,790 00	\$29,790 00

The statement of the cost of the road in this report is only a pro rata of the cost of the entire property, according to the number of miles in this state, without regard to the cost thereof in the state. The actual cost is very much greater.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons em- ployed.	Average sal- ary per annum.	Total salaries.
1. Division, assistant superintend- ents and roadmasters.....	54	\$1,638 88	\$88,499 28
Clerks in all offices	629	722 36	454 367 40
Agents and telegraph operators..	1,019	619 29	631,856 00
Master mechanics	6	1,916 64	11,499 84
Machinists and shopmen.....	2,452	694 84	1,703,752 56
Conductors	477	923 35	440,438 64
Engineers	630	1,049 20	660,998 40
Firemen and wipers	1,105	529 63	585,235 08
Brakemen.....	992	596 69	591,914 76
Baggagemen	109	594 73	64,825 68
Flagmen, switchtenders, gate- keepers and watchmen.....	359	510 76	183,368 40
Section foremen	677	578 49	391,635 96
Section laborers	4,539	395 71	1,815,906 48
All other employes	6,463	523 09	3,380,748 38
	19,561	\$562 56	\$11,004,246 86

¹ Total cost of road in Wisconsin, made on basis of miles of road within the state, relative to the whole number of miles owned by the company.

Chicago, Milwaukee & St. Paul Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1892.

ASSETS.		LIABILITIES.	
Dollars.	Cts.	Dollars.	Cts.
Cost of road, equipment, etc.....	\$126,578,564 62	Capital stock, preferred	\$15,105,453 00
Bonds, stock, etc., of other companies	2,485,421 83	Capital stock, common	20,404,261 00
Stock of material on hand.....	1,949,979 90	Bonds outstanding	83,643,000 00
Cash on hand.....	1,032,597 29	Incumbrances assumed.....	6,755 00
Bills receivable.....	1,000 00	Unpaid vouchers and pay rolls.....	2,043,941 95
Due from agents, other companies, etc., mis- cellaneous accounts	636,045 23	Bills payable	4,602,010 78
		Dividends and interest unclaimed	98,030 05
		Due other companies, etc., miscellaneous accounts.....	948,153 07
		Income account.	5,831,974 02
	<u>\$132,683,608 87</u>		<u>\$132,683,608 87</u>

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

FROM.	To.	STATE.				Total miles.
		Wisconsin Miles.	Illinois, miles.	Iowa, miles.	Minnesota, miles.	
Milwaukee	West Avenue, Chicago	37.60	44.60	.....	.....	82.20
P. C. & St. L. Junc.	Milw. Avenue, Chicago .....	.....	.40	.....	.....	.40
Libertyville	Libertyville .....	.....	3.00	.....	.....	3.00
Kinnickinnic	Bay View .....	.75	.....	.....	.....	.75
Chicago	Lanark Junc. ....	.....	115.68	.....	.....	115.68
Racine	Port Byron Junc.	68.70	123.30	.....	.....	192
Eagle	Elkhorn	16.50	.....	.....	.....	16.50
Watertown	Hampton Mines .....	.....	4.25	.....	.....	4.25
Savanna	Sabula .....	.....	2.54	.20	.....	2.74
Sabula	Cedar Rapids .....	.....	.....	92.20	.....	92.20
Farley	Paralta .....	.....	.....	43.60	.....	43.60
Davenport	Jackson Junc. ....	.....	.....	150.60	.....	150.60
Eldridge	Maquoketa .....	.....	.....	32.30	.....	32.30
Rockton	Rockford .....	.....	15.00	.....	.....	15
Rockton	Milltrack .....	.....	.70	.....	.....	.70
Milwaukee	Prairie du Chien	194.40	.....	.....	.....	194.40
Mazomanie	Prairie du Sac	10.34	.....	.....	.....	10.34
Lone Rock	Richland Center	16.00	.....	.....	.....	16.00
Stock Yards	Prairie du Chien Div. Junc. ....	.66	.....	.....	.....	.66
Stoughton	Milltrack .....	.80	.....	.....	.....	.80
Milton	Shullsburg	76.40	.....	.....	.....	76.40
Janesville	Heloit Junc.	13.84	.....	.....	.....	13.84
Brodhead	Albany	7.15	.....	.....	.....	7.15
Warren	Mineral Point	30.75	2.00	.....	.....	32.75
Calamine	Platteville	18.00	.....	.....	.....	18
Milwaukee	La Crosse	196.39	.....	.....	.....	196.39

Chicago, Milwaukee & St. Paul Railway Company.

Madison.....	Portage.....	39.00	39
Watertown Junc.	Madison.....	36.55	36.55
Lisbon.....	Necedah.....	12.86	12.86
Viroqua Junc.	Viroqua.....	32.20	32.20
La Crosse.....	Levee track.....	.75	.75
N. La Crosse.....	Bridge Junc.....	.97	1.93
Waterloo.....	Quarry track.....	1.10	1.10
Clinton.....	La Crescent Junc.		171.55
Turkey River Junc.	Wadena.....		43.75
Bellevue.....	Cascade.....		35.59
Waukon Junc.	Waukon.....		22.80
Caledonia Junc.	Preston.....		57.50
Hastings.....	Aberdeen.....		203.59
Ashton.....	Ellendale & North		107.51
Millbank Junc.	N. W. to end of track		72.60
Benton.....	Minneapolis.....		32.30
Tomah.....	Merrill.....	108.53	28.90
Milwaukee.....	Portage.....	95.08	
Horicon.....	Berlin.....	42.30	
Rush Lake.....	Winneconne.....	14.80	
Spring St. Junc.	Schwartzburg.....	5.34	
Line to Cement Mills		1.20	
McGregor.....	Minneapolis.....		215.42
Conover.....	Decorah.....		8.77
Beulah Junc.	Stulta.....	14.40	14.40
Calmar.....	Chamberlaine.....	249.28	399.20
Marion Junc.	Running Water.....		62.31
Austin.....	Mason City.....	27.96	39.33
Ennettsburg.....	Estherville.....	22.40	22.40
Sioux City.....	Yankton.....	5.78	61.30
Elk Point.....	Sioux Falls.....	33.49	69.70
Rock Valley.....	Eden.....	8.99	9.39
Bridge Junc.....	St. Paul.....		138.51
St. Paul.....	St. Paul Junc.		5.61
St. Paul.....	Minneapolis.....		8.30
St. Croix Junc.	Sillwater.....		24.90

Chicago, Milwaukee & St. Paul Railway Company.

CHARACTERISTICS OF ROAD — continued.
(PROPRIETARY AND LEASED LINES.)

FROM.	TO.	STATE.				Total miles.
		Wisconsin miles.	Illinois, miles.	Iowa, miles.	Minnesota miles.	Dakota, miles.
Bridge Switch	Howard City				299.90	57.80
Sioux Falls Junct.	Sioux Falls					32.10
Wells	Markato				40.00	40.00
Marion	Council Bluff			261.90		261.90
Braceville	Coal Line		1.80			1.80
Ripon	Oshkosh	1,078.96	312.77	1,285.54	964.98	4,248.92
Wabasha,	Zumbrota	20.00			59.00	20.00
						59.00
Totals		1,098.96	312.79	1,285.54	1,023.98	4,327.92
3. Proprietary lines. None						
14. Leased lines —						
Minnesota Midland Railway, from Wabasha to Zumbrota					59.00	59.00
Oshkosh & Mississippi River Ry., from Ripon to Oshkosh		20.00				20.00
Total of leased lines, included in statement, Page 13		20.00			59.00	79.00
RECAPITULATION.						
Total of lines owned brought forward — No. 1						
Total of proprietary lines — No. 3		1,078.96	312.77	1,285.54	964.98	4,248.92
Total of leased lines — No. 4		20.00			59.00	79.00
Total trackage of all lines operated		1,098.96	312.77	1,285.54	1,023.98	4,327.92

Chicago, Milwaukee & St. Paul Railway Company.

SIDINGS.

Mileage of sidings belonging to road owned — No. 2.....
 Mileage of sidings belonging to proprietary lines.....
 Mileage of sidings belonging to leased lines.....
 Total mileage of sidings.....

Our records of sidings are not complete; we are therefore
 unable to give the information here desired at this time.

Number of Junction stations.....
 What is the gauge of your lines?
 Narrow gauge, 3 feet; standard gauge 4 feet 8½ inches.

36 15 38 24 4 117

ROADS BUILT DURING THE YEAR IN WISCONSIN.

From Mazomanie to Prairie du Sac
 From Monroe to Shullsburg.....
 From Sloughton to Mill track
 From Waterloo Quarry track

10.34
 33.50
 .80
 1.10
 45.74
 10.34
 33.50
 .80
 1.10
 45.74

¹ The above roads are operated under leases, but the stock and bonds of the companies are owned substantially by the Chicago, Milwaukee & St. Paul Railway Company.

Chicago, Milwaukee & St. Paul Railway Company.

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.	In Wisconsin.	Whole line.
1. Number miles run by passenger trains.	1,270,208	3,934,903
2. Number miles run by freight and mixed trains.....	2,574,472	7,673,546
3. Number miles run by wood, gravel and construction trains.....	415,991	1,772,722
4. Mileage of switching trains	1,505,888	3,450,628
5. Total mileage	5,766,559	16,831,799
PASSENGER TRAFFIC.		
6. Total number of passengers carried .	1,179,837	3,579,103
7. Number of passengers carried one mile (eastward).....	29,593,565	76,094,949
8. Number of passengers carried one mile (westward).....	36,117,459	94,908,077
9. Total number of passengers carried one mile.....	65,711,024	171,003,026
10. Rate per passenger per mile.....	2.70-100 cts.	2.76-100 cts.
11. Average distance traveled by each passenger	55 7-10	47 $\frac{3}{4}$

TONNAGE OF FREIGHTS CARRIED.	IN WISCONSIN.		WHOLE LINE.	
	Tons.	Lbs.	Tons.	Lbs.
1. Grain	197,634	367	883,018	1,398
2. Flour	47,156	1,100	323,808	800
3. Provisions	32,708	1,500	60,190	1,440
4. Salt, cement, water lime and stucco	55,593	360	80,796	1,650
5. Manufactures, including agricultural implements, furniture and wagons ..	37,592	100	75,893	1,350
6. Live stock	95,815	1,600	268,229	1,760
7. Lumber and forest products	580,570	1,300	888,274	1,300
8. Iron, lead and mineral products ..	59,692	1,835	188,415	590
9. Stone, brick, lime, sand, etc	128,073	400	277,278	1,670
10. Coal	114,869	1,000	428,371	1,860
11. Merchandise and other articles...	568,898	560	1,382,894	1,993
12. All other freights not above enumerated.....				
13. Total freight in tons	1,918,604	122	4,857,173	1,811

¹ Great care should be taken in giving tonnage of freight, for purposes of tabulation.

Chicago, Milwaukee & St. Paul Railway Company.

TONNAGE OF FREIGHTS CARRIED—continued.

(MILEAGE AND TONNAGE.)	In Wisconsin.	Whole line.
15. Number of tons of freight carried one mile.....	337,036,919	817,203,567
16. Number of tons of freight carried (eastward).....	1,017,669	2,446,129
17. Number of tons of freight carried (westward).....	900,935	2,411,044
18. Average rate per ton per mile on all freights carried	1.68 cts.	1.60 cts.
MILEAGE EARNINGS FOR THE YEAR.		
1. Earnings per mile of road on freight..	\$5,211 15	\$3,254 39
2. Earnings per mile of road on passengers	1,638 12	1,172 29
3. Earnings per mile of road on mails, express and all other sources	573 96	303 55
4. Total earnings, per mile.....	\$7,423 23	\$4,730 23
5. Net earnings per mile of road.....	\$3,742 59	\$2,082 71
6. Earnings per train mile run, on freight	2 20	1 71
7. Earnings per train mile run, on passengers	1 40	1 20
8. Earnings per train mile run, on mails, express and all other sources.....	16	11
9. Total earnings, per train mile	\$2 09	\$1 64
10. Net earnings per train mile	\$1 05	72
11. Of the earnings of the entire line what is the ratio of the passengers to the freight?... .. Answer: On whole line, as 100 to 278. In Wisconsin as 100 to 318		
12. What is the passenger rate per mile?..	2 70 cts.	2 76 cts.
13. Number of passengers carried one mile	65,711,024	171,003,026
14. Number of miles of operated road upon which above estimates are based...	¹ 1,085	¹ 4,026

¹ Average number of miles in operation for the year.

Chicago, Milwaukee & St. Paul Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

	In Wisconsin.	Whole line.
1. Average operating expenses per mile of road.....	\$3,680 64	\$2,647 52
2. Average operating expenses per train mile.....	1 04	92
Cost of maintaining track and bridges per mile	11 ² / ₁₀	12 ⁵ / ₁₀
4. Cost of repairs of engines per mile run.....	03 ⁴ / ₁₀	03 ² / ₁₀
5. Cost of engineers and firemen per mile run.....	06 ⁵ / ₁₀	06 ⁵ / ₁₀
6. Cost of oil and waste per mile run.....	01 ³ / ₁₀	01 ² / ₁₀
7. Cost of fuel per mile run.....	10 ¹ / ₁₀	09 ³ / ₁₀

EARNINGS AND EXPENSE STATEMENT.
CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

	In Wisconsin.	Whole line.
Gross earnings (including elevator earnings)	\$8,054,201 67	\$19,043,890 17
Deduct operating expenses and taxes (including elevator expenses).....	3,993,486 33	10,658,897 32
Leaving net earnings	\$4,060,715 34	\$8,384,992 85
Amount of rentals paid.....		
Amount of interest paid on funded debt..	\$1,944,830 12	\$4,597,707 14
Total of rentals and interest	\$1,944,830 12	\$4,597,707 14
Balance	\$2,115,885 22	\$3,787,285 71
Dividends paid, viz.:		
On preferred stock 7 per cent.	\$404,945 85	\$957,318 80
On common stock 7 per cent	530,145 17	1,253,298 28
Total of dividends	\$935,091 02	\$2,210,617 08
Leaving surplus.....	\$1,180,794 20	\$1,576,668 63
Miles of road operated upon which above estimates are based.....	² 1,085	² 4,026

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

² Average number of miles in operation for the year.

Chicago, Milwaukee & St. Paul Railway Company.

EQUIPMENT.

Number of locomotives.....	583
Number of passenger cars.....	227
Number of baggage, mail and express cars.....	164
Number of parlor or sleeping cars.....	39
Number of freight cars (basis of eight wheels).....	17,600
Number of other cars.....	354

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?

	<i>Per mile per annum.</i>
Between Milwaukee and Illinois state line	\$457 65
Between Milwaukee and La Crosse.....	384 98
Between Watertown Junction and Madison	42 75
Between Lisbon and Necedah	42 75
Between Milwaukee and Berlin, 81.89 miles.....	86 10
Between Milwaukee and Berlin, 15.65 miles.....	76 10
Between Horicon and Portage.....	53 87
Between Rush Lake and Winneconne.....	42 75
Between Ripon and Oshkosh	47 88
Between Lone Rock and Richland Center	42 75
Between Milwaukee and Prairie du Chien	129 11
Between Milton and Shullsburg	68 40
Between Madison and Portage.....	53 16
Between Viroqua Junction and Viroqua.....	43 61
Between Racine and Illinois state line	83 79
Between Eagle and Elkhorn.....	42 75
Between Tomah and Merrill	57 29
Between Mineral Point and Illinois state line.....	55 58
Between Calamine and Platteville	42 75
Between Janesville and Beloit.....	42 75
Between Mazomanie and Prairie du Sac.....	42 75

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freight at the depot or at the office of such express companies?
- The American Express Company and the United States Express Company run on the lines of this company, doing a general express business.
- Freights taken by railroad company at depots.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

All fast freight lines doing business between eastern and northwestern points run over the Chicago, Milwaukee & St Paul Railway, but no contract or special arrangement exists whereby different rates from those charged the general public are made on freight secured by such fast freight lines.

Chicago, Milwaukee & St. Paul Railway Company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

We run no dining cars. The sleeping and parlor cars in use are owned by the Chicago, Milwaukee & St. Paul Railway Company.

Berths in sleepers, \$1.50 @ \$2 each.

Seats in parlor cars, 25 cents to 35 cents each.

11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?

We have not.

12. Have you made any reduction in such rates, from any station, since the date of last report?

We have.

If you answer either questions 11 or 12 in the affirmative, annex to your reply schedule, naming the stations, with distance and rates in force at date of last report, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

Present rates are as shown in tariffs Nos. 187 and 188 herewith. Rates in force at date of last report were as shown in tariffs Nos. 100, 101, 116, 151 and 154 herewith.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

It is a rule of this company not to employ or retain in service men who make an immoderate use of intoxicating liquors, and this rule is enforced.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?

The company has been granted no land in the state of Wisconsin.

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?

None.

2. Amount of city, county and town aid granted to the company in exchange for stock or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount.

None.

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS IN WISCONSIN.

No	Name.	Passenger, employee, or other.	Occupation.	Cause.	Date.	Station.	Character of Injury.	Re- marks.
1	Frank Dyer	Employee.	Brakeman	Foot caught in guard rail	1881.	La Crosse	Feet badly crushed	
2	Wm. H. Collins	Employee.	Brakeman	Struck by brake beam	July 1	Milwaukee	Shin badly bruised	
3	Thos. McGowan	Employee.	Brakeman	Engine run over foot	July 6	Watertown	Foot amputated	
4	J. C. Cunningham	Employee.	Brakeman	Coupling cars	July 12	Milwaukee	Hand crushed	
5	Oscar Thompson	Other	Laborer	Jumping from car	July 18	Nashotah	Foot amputated and internal inj	
6	Jno. Simmonson	Other	Laborer	Struck by engine	July 30	Bangor	Neck and arm broken	Killed.
7	Louis Witzler	Employee.	Brakeman	Run over by cars	July 30	Milwaukee	Leg badly crushed	
8	Joe English	Employee.	Unknown	Coupling cars	July 32	Tomah	Finger amputated	Killed
9	F. B. Ward	Other	Unknown	Struck by engine	July 32	Waukesha	Killed	
10	Jno. Kelly	Employee.	Brakeman	Run over by car	July 32	Camp Douglas	Foot mashed	Killed
11	Mrs. F. Gastel	Other	Brakeman	Struck by engine	July 38	Milwaukee	Killed	
12	Phil. Thompson	Employee.	Engineer	Engine thrown from track	Aug. 3	Nashotah	Scalded	Killed
13	Gottlieb Grams	Other	Farmer	Struck by engine	Aug. 13	Brookfield	Killed	
14	Jno. Happe's son	Other	None	Struck by engine	Aug. 15	Watertown Jun.	Head cut off	Killed.
15	Henry Miller	Other	Tramp	Caught between cars	Aug. 14	Spring Meadows	Leg broken and hip dislocated	Killed.
16	Unknown	Other	Unknown	Struck by train	Aug. 24	Milwaukee	Killed	
17	Jas. Higgins	Employee.	Brakeman	Struck by track	Aug. 1	Stoughton	Stomach and hip injured	
18	I. Rauch	Employee.	Laborer	Caught between cars	Aug. 12	Milwaukee	Leg cut and bruised	
19	M. Canfield	Employee.	Gang Foreman	Coupling cars	Aug. 16	Milwaukee	Finger cut and bruised	
20	C. Kitchner	Other	None	Stealing ride and fell	Aug. 20	Milwaukee	Head cut and bruised	
21	Jno. Callahan	Employee.	Brakeman	Struck by car	Aug. 23	Milwaukee	Skull fractured	
22	Wm. Ryan	Employee.	Section man	Struck by timber	Aug. 23	Milwaukee	Ankle joint dislocated	
23	Wm. Keyes	Employee.	Brakeman	Caught by timber	Aug. 23	Troy Center	Arm crushed	
24	A. W. Driver	Employee.	Carpenier	Cut with adze	Aug. 15	Stoughton	Leg cut below knee	
25	Aug. Boitz	Other	Unknown	Caught between draft iron	Aug. 3	Elkhorn	Arm crushed	
26	Barney Murray	Other	None	Run over by train	Aug. 27	Whitewater	Arm crushed	Killed
27	Thos. M. Ardell	Employee.	Laborer	Falling lever	Sept. 1	Milwaukee	Toe mashed	
28	Geo. Peterson	Employee.	Emp. in coal shed	Coupling engine	July 12	Brookhead	Hand jammed	
29	Eugene Horr	Employee.	Brakeman	Falling switch light	Aug. 26	Tomah	Head and hand cut	
30	William Beeson	Employee.	Brakeman	Fell from car	Sept. 5	Waukesha	Shoulder blade broken	
31	William Brown	Employee.	Brakeman	Comp'ing car	Sept. 10	Portage	Finger cut off	
32	Mrs. R. Swartz	Other	Unknown	Struck by engine pilot	Sept. 12	Milwaukee	Skull fractured, shou'r dis'd, etc	
33	Jno. Shann	Employee.	Baggage man	Fell into cattle guard	Sept. 13	Janesville	Cut in forehead	
34	Albert Geisler	Employee.	Laborer	Caught between timbers	Sept. 6	Milwaukee	Finger smashed	
35	Peter Brennan	Employee.	Switchman	Coupling cars	Sept. 17	Portage	Thumb crushed	
36	Joseph Cougan	Employee.	Brakeman	Caught between cars	Sept. 17	Spring Meadows	Ribs broken and internal inj	
37	J. Kostaukowski	Employee.	Bridge tender	Fell off bridge	July 22	Milwaukee	Drowned	Killed.
38	Frank Miller	Employee.	Carpenter	Working with rip saws	Aug. 19	Milwaukee	Two fingers taken off	
39	Jas. Austin	Employee.	Engine and train ditched	Engine and train ditched	Sept. 19	Sanderson	Scalded and leg broken	Killed.
40	Tim Cain	Employee.	Brakeman	Engine and train ditched	Sept. 19	Sanderson	Head and back bruised	

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS IN WISCONSIN — continued.

No.	Name.	Passenger, employee or other.	Occupation.	Cause.	Date.	Station.	Character of injury.	Re- marks.
41	Jno. Hagen ...	Other	None	Climbing between cars	1881.	Milwaukee	Leg smashed	.....
42	Bert Bailey ...	Employee	Fireman	Collision	Sept. 26	Okauchee	Knees sprained	.....
43	M. O. Rourke ...	Other	Stock buyer	Fell off of stock car	Sept. 27	London	Legs and arm badly mangled.	Killed.
44	Unknown	Other	Unknown	Fell off car	Sept. 27	Bridgeport	Face scratched and hip hurt	.....
45	Chris. Noonan ...	Employee	Laborer	Caught between cars	Sept. 28	Gratiot	Leg bruised	Killed.
46	Geo. W. Bill ...	Employee	Brakeman	Caught between engine and cars	Sept. 21	Racine	.....	Killed.
47	Unknown	Other	Unknown	Walking on track	Sept. 22	Salem	Leg bruised	.....
48	Mich. Sweener ...	Employee	Brakeman	Deceptive car	Sept. 22	Pewaukee	Leg bruised	.....
49	Lonis Gause ...	Employee	Brakeman	Coupling cars	Oct. 2	Spring Meadow	Instep smashed	.....
50	Jno. Redmond ...	Employee	Porter	Run over by cars	Oct. 4	Brookfield	Cut in two	Killed.
51	Herb. Verischen ...	Other	Saloon keeper	Struck by engine	Oct. 7	Oakwood	Head crushed	Killed.
52	Cl. r. Wyman ...	Employee	Brakeman	Coupling cars	Oct. 7	Watertown	Fingers cut off	.....
53	Fred. Mook ...	Employee	Carpenter	Working with circular saw	Oct. 10	La Crosse	Badly mangled	.....
54	W. C. Shockley ...	Employee	Brakeman	Run over by engine	Oct. 10	Lewiston	Hand bruised	Killed.
55	Toos Sytvester ...	Employee	Carpenter	Working at car	Sept. 13	Milwaukee	Leg broken	.....
56	Wm. Pixie ...	Employee	Brakeman	Defective car	Oct. 11	Watertown	Leg broken	.....
57	Thos. King ...	Employee	Conductor	Jumped from engine	Oct. 11	Foxtville	Shoulder dislocated a. o. in	.....
58	Paul Rupp ...	Employee	Laborer	Collision	Sept. 26	Nashua	Shoulder fractured	.....
59	Ad. S. Broder ...	Employee	Brakeman	Caught between car wheels	Oct. 13	Milwaukee	Thumb smashed	.....
60	Mich. Gallop ...	Employee	Gang foreman	Struck and run over by engine	Oct. 13	Milwaukee	Leg and toes off a. b. c. b. s. d.	.....
61	Wm. Strathern ...	Employee	Car smith	Coupling cars	Oct. 13	Milwaukee	Thumb crushed	.....
62	Den. McCarty ...	Employee	Car smith	Caught between cars	Oct. 20	Milwaukee	Abdomen and head injured	.....
63	And. Boyington ...	Other	Lumberman	Fell off car and run over	Oct. 22	Meinee	Legs crushed	Killed.
64	Fred. Masson ...	Employee	Carpenter	Caught by circular saw	Oct. 22	Milwaukee	Hand badly cut	.....
121	W. M. Powers ...	Employee	Brakeman	Run over by cars	Oct. 23	La Crosse	Leg broken and int. in	.....
122	Fifty-sev'n cars	Passenger	Unknown	Train ditched, broken rail	Oct. 29	Near Pewaukee	None ser. in, all slightly in	.....
123	Peter Holter ...	Employee	Brakeman	Fell off car	Nov. 1	Milwaukee	Back hurt	.....
124	Her. Taseman ...	Employee	Brakeman	Run over by bar car	Nov. 8	Milwaukee	Leg broken and foot bruised	.....
125	Henry Hickok ...	Employee	Switchman	Struck by train	Nov. 9	Orage	Arm sprained	Killed.
126	Jno. Phelps ...	Other	Gang foreman	Fell while running	Nov. 9	Milwaukee	Limbs and body bruised	.....
127	Henry Haertel ...	Other	Farmer	On track, drunk	Nov. 14	Fin Grove	Finger bruised	Killed.
129	Frank Walts ...	Employee	Brakeman	Coupling engine to car	Nov. 7	Milwaukee	Leg cut off, arm broken	.....
130	Thos. Haggdgs ...	Employee	Brakeman	Run over by train	Nov. 10	Milton	Wrist sprained and bruised	.....
131	Jas. Riley ...	Employee	Brakeman	Coupling cars	Nov. 12	Milwaukee	Finger smashed and amput.	.....
132	Fred. Lick ...	Employee	Laborer	Caught between rails	Nov. 12	La Crosse	Arm cut and bruised	.....
133	Frank Tasa ...	Employee	Switchman	Caught between cars	Nov. 18	Milwaukee	Thumb and fingers crushed	.....
134	Chas. W. Holt ...	Employee	Brakeman	Coupling cars	Nov. 18	Milwaukee	Foot crushed	.....
135	Frank Williams	Employee	Brakeman	Jumped off car, got caught	Nov. 19	Milwaukee	.....	.....

Chicago, Milwaukee & St. Paul Railway Company.

106	N. Sobolnicki	Employee	Laborer	Falling rail	Nov. 12	Milwaukee	Hand bruised	Killed.
107	Leo Marshall	Employee	Gang member	Car jumped track	Nov. 12	Wauwatosa	Breast and back injured	Killed.
108	Nickolas Nedoy	Employee	Brakeman	Car jumped track	Nov. 12	Milwaukee	Fingers crushed	Killed.
109	Matt Boleky	Employee	Brakeman	Caught in cog wheel	Nov. 16	La Crosse	Thumb crushed	Killed.
110	P. R. Neighan	Other	Laborer	Caught in cog wheel	Nov. 16	Milwaukee	Face and hand cut & bruised	Killed.
111	Wm. Kiefer	Employee	Cattle dealer	Jumped off train	Nov. 23	Lisbon	Head cut	Killed.
112	Elmer Gerrard	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg sprained	Killed.
113	Wm. Lombard	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Breast and leg injured	Killed.
114	F. R. Beckenbach	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg & arms off, head smashed	Killed.
115	Unknown	Other	Brakeman	Jumped off train	Nov. 23	Greenfield	Fingers badly cut	Killed.
116	Henry G. Riley	Employee	Planet helper	Jumped off train	Nov. 23	Greenfield	Fingers and thumb smashed	Killed.
117	Fred C. Phillips	Employee	Switchman	Jumped off train	Nov. 23	Greenfield	Wrist sprained	Killed.
118	Geo. Wilcox	Employee	Unknown	Jumped off train	Nov. 23	Greenfield	Leg and arm cut off	Killed.
119	Wm. Oxummen	Employee	Unknown	Jumped off train	Nov. 23	Greenfield	Shoulder dis'd, bone broken	Killed.
120	Jno. C. T. Heitz	Employee	Unknown	Jumped off train	Nov. 23	Greenfield	Crushed to death	Killed.
121	A. R. Walker	Employee	Unknown	Jumped off train	Nov. 23	Greenfield	Head cut	Killed.
122	G. W. Osterbunt	Employee	Unknown	Jumped off train	Nov. 23	Greenfield	Head and finger jammed	Killed.
123	Hopell Cox	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Head bruised & thumb broken	Killed.
124	Ang. Kearnes	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Fingers crushed	Killed.
125	Jno. Kearnes	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Shoulder bruised	Killed.
126	Edward Lee	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Head, shoulders & toes hurt	Killed.
127	Jno. McFarland	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Finger broken and back hurt	Killed.
128	Fred Edgarley	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Finger jammed	Killed.
129	Jno. Greenwald	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Hurt in side	Killed.
130	Thomas Powers	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Badly injured	Killed.
131	Mrs. E. Schmidt	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Badly squeezed	Killed.
132	Jno. Stevens	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Back injured	Killed.
133	Geo. Bon'gon	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Arm of head and body hurt	Killed.
134	Herrick Gregg	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Foot jammed	Killed.
135	Olus Young	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	At knee sprained	Killed.
136	Tina Can	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Head cut and ribs broken	Killed.
137	Alex. Gardner	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg bruised	Killed.
138	Pat. Can	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Knee hurt	Killed.
139	Has. Gracison	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Arm, breast and back bruised	Killed.
140	Fred Hoffman	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg bruised	Killed.
141	J. B. D. Ross	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Fingers and head bruised	Killed.
142	Fred Dault	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg bruised	Killed.
143	Jno. Gavin	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Leg bruised	Killed.
144	Franz Morock	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield	Toes crushed	Killed.
145	Eugene Wangan	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
146	Thos. Sexton	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
147	Peter Tich	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
148	William Martin	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
149	Peter B. Anchar	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
150	M. E. Smith	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		
151	Patrick Bowler	Employee	Brakeman	Jumped off train	Nov. 23	Greenfield		

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS IN WISCONSIN — continued.

No.	Name.	Passenger, employee or other.	Occupation.	Cause.	Date.	Station.	Character of injury.	Remarks.
186	Barris	Other	Unknown.	Engine struck street car	Nov. 25	La Crosse	Slight injury.	
187	Edw. French	Employee	Brakeman	Coupling cars	Dec. 16	Milwaukee	Thumb crushed	
188	Joe Falzniski	Employee	Asst. yard foreman	Collision	Dec. 16	Milwaukee	Leg and finger off, head bruised	
189	S. S. Allen	Passenger	Unknown	Collision	Nov. 11	Gratot	Head bruised.	
190	G. F. Whitney	Employee	Conductor	Broken draft iron.	Nov. 11	Nazamonde	Collar bone broken.	
191	Joe C. McDonald	Employee	Brakeman	Coupling cars	Nov. 13	La Crosse	Fingers jammed.	
192	A. E. Jerred	Employee	Conductor	Slipped in getting off cars.	Dec. 13	Wyocena	Knee injured	
193	Joe McKinstry	Employee	Brakeman	Fell off train and run over.	Dec. 14	La Crosse	Leg cut off	
194	Frank Millard	Employee	Brakeman	Knocked off train.	Dec. 18	Columbus	Shoulder hurt	
195	Ora Sawyer	Employee	Brakeman	Coupling cars	Dec. 18	La Crosse	Hand crushed	
196	Peter Palmer	Other	Peddler	Walking on track; deaf	Dec. 19	Cross Plains	Leg and spine broken	Killed.
197	C. Beckendorf	Other	Unknown	Crawling under cars.	Dec. 23	Milwaukee		Killed.
198	Eugene Horst	Employee	Brakeman	Coupling cars	Dec. 28	Whitewater	Fingers crushed.	
199	Louis Wire	Employee	Brakeman	Struck by coal crank.	Dec. 18	Pewaukee	Eye hurt.	
200	David Crowley	Employee	Unknown	Walking on track	Dec. 18	Milwaukee	Arm cut off.	
201	Edw. Lym	Employee	Brakeman	Train broke in two	Nov. 4	Oconomowoc	Ankle sprained.	
202	Wm. Murphy	Employee	Brakeman	Coupling cars	Dec. 24	Keeline	Thumb and finger broken	
203	F. C. Schroeder	Employee	Laborer	Handling rails	Nov. 8	Darlington	Hand jammed	
204	Joe Stier	Employee	Partner	Fell in getting off train	Sept. 30	Richland Center	Ankle sprained.	
205	Joe Garsky	Employee	Laborer	Caving gravel pit.	Dec. 27	Milwaukee	Ribs fractured.	
206	Patrick Gillin	Employee	Section foreman	Hand car wheels broke	Nov. 8	Wyocena	Head bruised.	
207	Geo. Lawler	Employee	Brakeman	Coupling cars	Nov. 8	Necedah	Finger cut off.	
208	Alfred Kittle	Employee	Brakeman	Caught in end of rail	Dec. 1	Joshon	Foot bruised	
209	Thos. McGrath	Employee	Coal man	Struck by pile of coal.	Oct. 20	Milwaukee	Head cut	
210	Seth Rogers	Passenger	Unknown	Thrown from train	Dec. 14	Tonaw	Stunned	
211	G. Curtis	Employee	Brakeman	Caught by tank brake.	Oct. 8	Delavan	Killed	
212	Scott Streeter	Employee	Brakeman	Coupling cars	1888.	Horton	Finger smashed	
213	E. Field	Employee	Conductor	Caught between cars	Jan. 9	Janesville	Intestine broken, body lacerated	Killed.
214	P. Faust	Other	Brakeman	Struck by train	Jan. 8	Bayor	Back hurt, internal injuries	Killed.
215	Wm. Gillett	Employee	Brakeman	Caught between cars	Jan. 6	Madison	Two fingers cut off	
216	Patrick Mcagher	Employee	Brakeman	Coupling cars	Jan. 11	Milwaukee	Back hurt	
217	Edward Rice	Employee	Brakeman	Fell off engine	Jan. 14	Camp Douglas	Two fingers cut off	
218	August Sholz	Employee	Section man	Wreck	Jan. 13	Mill Creek	Finger smashed	Killed.
219	L. Rutenbach	Employee	Brakeman	Coupling cars	Jan. 17	Milwaukee	Shoulder and arm bruised	
220	E. F. Grant	Employee	Brakeman	Coupling cars	Jan. 17	Palmira	Knee cap injured	
221	Chas. G. Murray	Employee	Brakeman	Broken rail	Jan. 18	Lyndon (near)	Head and back hurt	
222	James Hurren	Employee	Brakeman	Broken rail	Jan. 18	Lyndon (near)	Leg and side bruised	
223	A. P. Shumway	Employee	Conductor	Caught between cars	Jan. 18	Milwaukee	Stomach squeezed.	
224	Jos. Hargraves	Employee	Switchman	Caught between cars	Jan. 18	Milwaukee		

Chicago, Milwaukee & St. Paul Railway Company.

226	M. Hennegay...	Employee.	Brakeman.	Caught between cars.	Jan. 19	Milwaukee	Stomach squeezed.	Killed.
227	Geo. Phillips...	Other...	Conductor.	Struck by train.	Jan. 19	Rolling Prairie.	Head and arm sprained.	Killed.
228	Allen Woodward...	Other...	School boy.	Struck by engine.	Jan. 23	Waukegan.	Two fingers cut off.	
229	Fred Hanks...	Other...	Laborer.	Struck by engine.	Jan. 23	Waukegan.	Hand and wrist bruised.	
230	Nich. Nedley...	Other...	Brakeman.	Caught between cars.	Jan. 23	West Salem.	Hand and wrist bruised.	
231	Louis Olson...	Other...	Partner.	Caught between cars.	Jan. 23	West Salem.	Hand and wrist bruised.	
232	Aug. Kelson...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
233	Geo. B. Swan...	Other...	School boy.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
234	Frank C. Culp...	Other...	Yardmaster.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
235	Robert Williams...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
236	Frank Stucky...	Other...	Clerk.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
237	Wm. F. Murray...	Other...	Car smith.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
238	Calley Forman...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
239	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
240	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
241	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
242	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
243	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
244	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
245	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
246	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
247	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
248	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
249	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
250	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
251	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
252	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
253	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
254	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
255	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
256	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
257	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
258	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
259	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
260	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
261	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
262	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
263	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
264	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
265	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
266	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
267	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
268	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
269	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
270	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
271	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	
272	Wm. H. Hays...	Other...	Brakeman.	Struck by train.	Jan. 23	West Salem.	Hand and wrist bruised.	

Chicago, Milwaukee & St. Paul Railway Company.

ACCIDENTS IN WISCONSIN — continued.

No.	Name.	Passenger, employee, or other.	Occupation.	Cause.	Date.	Station.	Character of Injury.	Re- marks.
273	Max Goeber	Employee.	Emigrant Agent.	Struck by engine.	1881.	Milwaukee	Arm and shoulder sprained.	Killed.
274	Peter Morris	Employee	Brakeman	Brake chain broke.	Mar. 5	Watertown Jan.	Finger pinched.	.....
275	Geo. P. Murray	Employee	Brakeman	Coupling cars	Mar. 6	Milwaukee	Knee cap hurt.	.....
276	Henry Miller	Employee	Switchman	Slipped and fell	Mar. 10	Milwaukee	Ankle sprained.	.....
277	Wm. Rathney	Passenger	.....	Walked off train asleep	Mar. 15	Greenfield, near	Foot injured	.....
278	Edw. Pyle	Employee	Brakeman	Caught in frog.	Mar. 1	Milwaukee	Injured internally	.....
279	L. Springstraw	Other	.....	Struck by train.	Mar. 9	Wauwatosa	Spine injured	.....
280	Chas. Truax	Employee	Brakeman	Slipped getting on engine	Mar. 18	Tomah	Foot injured	.....
281	Tudy Noyer	Employee	Carpen'er	Struck and run over by hand car	Mar. 17	Junction City	Thumb bruised	.....
282	James Phillips	Employee	Lib'orer	Caught by saw	Mar. 16	La Crosse	Foot bruised	.....
283	Anton Kandy	Employee	Brakeman	Handling iron	Mar. 18	Milwaukee	Finger crushed.	.....
284	Louis Spain	Employee	Sectionman	Caught by switch	Mar. 16	Brookfield	.....	.....
285	Wm. Noman	Employee	Fireman	Ran over by cars.	Mar. 16	Brownstown	.....	.....
286	James Taylor	Employee	Lib'orer	Run over by engine	Mar. 29	Camp Douglas	Arm crushed, head bruised.	Killed.
287	Jerry Swift	Other	.....	Attempted to board train.	Apr. 1	Oakwood	Arm broken, hip dislocated.	Killed.
288	G. Greenwald	Employee	Brakeman	Fell off hand car and run over.	Mar. 27	Monroe	Arm taken off, ribs injured.	.....
289	John Colter	Employee	Brakeman	Run over by engine	Mar. 29	Lyons	.....	.....
290	R. Cavanaugh	Other	.....	Jumped from train	Apr. 1	Knowlton	Three fingers smashed.	Killed.
291	C. Westberry	Employee	Conductor	Coupling cars	Apr. 5	Stoughton	.....	.....
292	Olaus Lien	Other	Farmer	Run over	Apr. 7	Westby	Head bruised.	Killed.
293	W. F. Philbrock	Other	.....	Buggy struck on crossing	Apr. 18	Racine Junction	Hip hurt.	.....
294	Mrs. Bird	Other	.....	Struck by engine.	Apr. 18	Whitewater	Ankle badly sprained	.....
295	W. Kiebradel	Employee	Brakeman	Train broke in two.	Apr. 9	Middleton	Arm crushed.	.....
296	John Johnson	Employee	Brakeman	Train broke in two	Apr. 27	Watertown	Leg badly cut.	.....
297	Ernest Billings	Employee	Lib'orer	Caught by hand car	Apr. 17	Lake	Shoulder bruised, face cut	.....
298	Lewis Boyle	Employee	Switchman	Struck by engine.	Apr. 26	Milwaukee	.....	.....
299	Unknown	Other	.....	Struck by engine.	May 6	Woodland	.....	.....
300	Thomas Gavin	Passenger	.....	Jumped off train and run over.	May 8	La Crosse	Leg cut off	Killed
301	F. W. Spooner	Employee	Stockman	Braking of gears in door	May 4	Parle du Chien	Fingers and hand badly cut	.....
302	Jacob Fischer	Employee	Truckman	Fell through hole in car	May 3	Milwaukee	Leg broken.	.....
303	John Shields	Employee	Brakeman	Stepped into ditch etc. of train	May 3	Pewaukee	Finger cut off.	.....
304	S. Mohlin	Passenger	Hotel proprietor.	Coupling cars	May 29	West Salem	Leg broken.	.....
305	M. E. Barrie	Employee	Brakeman	Ladder of car broke	Apr. 29	Pewaukee	.....	.....
306	R. McBride	Employee	Brakeman	Collision	Feb. 28	Summit side trk	Head cut and bruised	Killed.
307	Wm. White	Employee	Brakeman	Fell off car	Mar. 30	Stoughton	Hip injured and body bruised	.....
308	L. Verardron	Employee	Wiper	Fell off engine tank	Apr. 24	Madison	.....	.....
309	Wm. McCarty	Employee	Farmer	Run over by train	Apr. 24	Burlington Jan.	.....	.....
310	John Burton	Employee	Brakeman	Fell between car and platform.	May 16	Watertown Jan.	.....	.....
311	John Darrick	Other	.....	Run over by car	May 16	Milwaukee	.....	Killed.
312	L. Hoffman	Employee	Brakeman	Run over by cars	May 16	Milwaukee	.....	Killed.

Chicago, Milwaukee & St. Paul Railway Company.

315	A. Johnson.....	Employee.....	Caught between bumpers.....	May 26	Milwaukee	Arm bruised.....
316	Wm. M. Larkin.....	Employee.....	Running while repairing car.....	May 27	Milwaukee	Finger smashed.....
317	C. O. Thompson.....	Employee.....	Run over while repairing car.....	June 1	Milwaukee	Leg broken and bruised.....
318	John Phillips.....	Employee.....	Run over while repairing car.....	June 1	Milwaukee	Body and legs bruised.....
319	J. Roggeveen.....	Employee.....	Fell off car.....	June 1	Franksville	Arm broken and body bruised.....
320	Aug. Kresler.....	Other.....	Struck by engine.....	June 4	Lake (near)	Head, side and leg bruised.....
321	Dan'l Canill.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Shoulder broken.....
322	Albert Kratchee.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Killed.....
323	Joseph Volant.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Killed.....
324	L. Snyder.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Legs broken.....
325	Benj. Bull.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Knee and wrist hurt.....
326	G. Bellman.....	Employee.....	Wreck.....	June 5	Musceda (g. pit)	Back hurt.....
327	Pat. Haley.....	Employee.....	Fell between engine and car.....	June 16	Musceda (g. pit)	Foot and toes cut.....
328	P. G. Hubbard.....	Other.....	Caught by falling bank.....	June 17	Ackerville	Killed.....
329	John Friskey.....	Employee.....	Struck by engine (Deaf).....	June 17	Brownstown	Killed.....
330	Thos. Donaldson.....	Employee.....	Falling rail.....	June 17	West Salem	Killed.....
331	J. N. McCarthy.....	Other.....	Caught between engine & car.....	June 27	Greenfield	Killed.....
332	Wm. Cadwell.....	Employee.....	Struck by a rivet.....	June 29	Milwaukee	Toe smashed.....
333	Nick Sawyer.....	Employee.....	Struck by a rivet.....	May 1	Soldiers H(near)	Killed.....
334	Fred Feizinger.....	Employee.....	Struck by a rivet.....	May 8	Milwaukee	Eye burned.....
335	Tim Sullivan.....	Employee.....	Slipped and fell off engine.....	May 13	Milwaukee	Eye badly cut.....
				June 7	Monroe	Toe cut off.....

Passengers killed from causes beyond their control..... 0
 Passengers injured from causes beyond their control..... 58
 Passengers killed by their own misconduct or want of caution..... 0
 Passengers injured by their own misconduct or want of caution..... 0
 Employees killed from causes beyond their control..... 8
 Employees injured from causes beyond their control..... 10
 Employees killed by their own misconduct or want of caution..... 31
 Employees injured by their own misconduct or want of caution..... 31

Chicago, Milwaukee & St. Paul Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No.
2. Of the above accidents, those numbered as follows were caused by IN-ATTENTION OF EMPLOYEES:
Total No. Unknown.
3. Of the above accidents, those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No.
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No.
5. Amount paid as damages caused by fire from locomotives (in Wisconsin):
\$773.60

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

(IN WISCONSIN.)

	Number killed.	Amount.
1. Cattle	121	\$3,004 30
2. Horses	18	1,230 00
3. Mules.....		
4. Sheep.....	57	247 00
5. Hogs	29	220 50
6. Total	225	\$4,701 80

7. Amount claimed yet unsettled, or in litigation \$

REMARKS.

The statement of accidents as shown in this report is full and complete, and comprises all accidents on the company's lines in the state of Wisconsin, that have been reported for the year ending June 30, 1882. A very large proportion of the injuries to persons were of a trivial nature.

STATE OF WISCONSIN, } ss.
County of Milwaukee, }

S. S. Merrill, General Manager, and P. M. Myers, Secretary of the Chicago, Milwaukee and Saint Paul Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1882, to the best of their knowledge and belief.

(Signed),

S. S. MERRILL, *General Manager*,
P. M. MYERS, *Secretary*.

[L. s.]
Subscribed and sworn to before me, a notary public, this 31st day of October, A. D. 1882.

[L. s.]

WILLIAM S. MILLIGAN,
Notary Public.

Chicago & Northwestern Railway Company.

REPORT

OF THE

CHICAGO & NOTRHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Albert Keep	Chicago, Ill.
Vice-President	M. L. Sykes	New York, N. Y.
Secretary	M. L. Sykes	New York, N. Y.
Treasurer	M. L. Sykes	New York, N. Y.
Second Vice-President and General Manager.	M. Hughitt	Chicago, Ill.
General Superintendent.	J. D. Layng	Chicago, Ill.
Chief Engineer.	E. H. Johnson	Chicago, Ill.
Superintendent Telegraph.	G. H. Thayer	Chicago, Ill.
Auditor.	J. B. Redfield	Chicago, Ill.
General Passenger Agent.	W. H. Stennett	Chicago, Ill.
Freight Traffic Manager.	H. C. Wicker	Chicago, Ill.
General Ticket Agent.	W. A. Thrall	Chicago, Ill.
General Solicitor.	B. C. Cook,	Chicago, Ill.

1. General offices at Chicago, Illinois.
2. Designate principal office in Wisconsin as per Section 1750, Revised Statutes. Milwaukee, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. G. Dulman	New York.	D. O. Mills	New York.
Augustus Schell.	New York.	John M. Burke	New York.]
Chauncey M. Depew	New York.	William L. Scott.	Erie, Pa.
Samuel F. Barger	New York.	C. J. Osborn.	New York.
Albert Keep.	Chicago, Ill.	Jay Gould	New York.
M. L. Sykes	New York.	R. P. Flower	New York.
M. Hughitt	Chicago, Ill.	Anson Stager	Chicago, Ill.
David Dows	New York.	Fred W. Vanderbilt. .	New York.
Sidney Dillon.	New York.		

Chicago & Northwestern Railway Company.

EXECUTIVE COMMITTEE.

A. G. Dulman, Augustus Schell, Chauncey M. Depew, Samuel F. Barger,
Albert Keep, William L. Scott, M. L. Sykes.

3. Date of Annual Election of Directors, first Thursday in June.

4. Name and address of person to whom correspondence concerning this Report should be directed.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

	In Wis.	Whole line.
1. Total income		\$23,421,732 00
2. Operating expenses		12,144,803 31
3. Excess of income over operating expenses		\$11,276,928 79
4. Taxes		535,700 33
5. Rentals, (specifying amount to each company) —		
Chicago, Iowa & Nebraska R. R. \$514,609 73		
Cedar Rapids & Mo. River R. R. 903,657 33		
Maple River R. R. 53,460 92		
Des Moines & Minn. R. R. 51,792 45		
6. interest accrued during the year, viz.:		1,523,520 43
On funded debt } \$4,020,858 61		4,020,858 61
On other debt..... }		
7. Dividends declared, viz:.....		2,536,637 75
On preferred stock \$1,605,820 25		
On common stock..... 980,817 50		
8. Sinking funds.....		98,120 00
9. Total of 4, 5, 6, 7 and 8		8,764,837 12
10. Balance for the year June 30, 1882, being the difference between 3 and 9		2,512,091 67

Chicago & Northwestern Railway Company.

CAPITAL STOCK.

Capital stock authorized by charters.

Not fixed.

How many kinds of stock at date of last report?

Two.

Amount of common stock at date of last report	\$36,859,805 97
¹ Proportionate amount of common stock for Wisconsin.	11,921,276 56
Amount of preferred stock at date of last report.....	21,708,844 56
¹ Proportionate amount of preferred stock for Wisconsin.	7,021,246 31

Total capital stock at date of last report.....	\$58,568,150 53
---	-----------------

Rate of preference: 7 per cent.

How much common stock has been issued since date of last report?.....	\$1,141,000 00
---	----------------

¹ Proportionate amount of same for Wisconsin	362,025 61
---	------------

For what purpose, and what was received therefor?

Construction and retired bonds.

How much preferred stock has been issued since date of last report?.....	502,500 00
--	------------

¹ Proportionate amount of same for Wisconsin	159,437 22
---	------------

For what purpose and what was received therefor?

Stock of roads consolidated and bonds retired.

Total amount of stock now outstanding.....	\$60,211,650 53
--	-----------------

¹ Proportionate amount of same for Wisconsin	\$19,104,431 25
---	-----------------

¹ Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

*Chicago & Northwestern Railway Company.***FUNDED DEBT.**

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest and where and when payable.

NAME OF BONDS.	Issued.	Due.	INTEREST.		Amount.
			Rate.	Payable.	
Preferred Sinking Fund	July 1, 1859 ..	Aug. 1, 1885 ..	7...	February and August.	\$971,400 00
Funded Coupon	Aug. 1, 1881 ..	Nov. 1, 1838 ..	7...	May and November...	676,300 00
General First Mortgage	July 1, 1859 ..	Aug. 1, 1885 ..	7...	February and August.	3,440,300 00
Appleton Extension	Nov. 1, 1860 ..	Aug. 1, 1885 ..	7...	February and August.	116,000 00
Green Bay Extension	Apr. 1, 1862 ..	Aug. 1, 1885 ..	7...	February and August.	180,000 00
Galena & Chicago, Frst.	Jan. 1, 1853 ..	Feb. 1, 1882 ..	7...	February and August.	22,000 00
Mississippi River Bridge	Jan. 1, 1864 ..	Jan. 1, 1884 ..	7...	February and August.	153,000 00
Beloit and Madison	Jan. 1, 1863 ..	Jan. 1, 1888 ..	7...	January and July....	188,000 00
Peninsula R. R.	July 1, 1863 ..	Sep. 1, 1898 ..	7...	March and September.	256,000 00
Consolidated Sinking Fund	Jan. 16, 1865 ..	Feb. 1, 1915 ..	7...	February and May... }	6,895,000 00
Madison Extension, gold	Apr. 1, 1871 ..	Apr. 1, 1911 ..	7...	August and November }	3,150,000 00
Menomonee Extension	Jun. 1, 1871 ..	Jun. 1, 1911 ..	7...	April and October ...	2,700,000 00
General Consolidated, gold	Nov. 30, 1872 ..	Dec. 1, 1902 ..	7...	June and December...	12,843,000 00
Consolidated, S. F. of 1879	Oct. 1, 1879 ..	Oct. 1, 1929 ..	6...	April and October ...	6,305,000 00
Consolidated, S. F. of 1879	Oct. 1, 1879 ..	Oct. 1, 1929 ..	5...	April and October ...	6,015,000 00
Chicago & Milwaukee Railway	July 1, 1863 ..	Oct. 1, 1898 ..	7...	January and July....	1,700,000 00
Menomonee River R. R.	July 1, 1876 ..	July 1, 1906 ..	7...	January and July....	400,000 00
Menomonee River Extension	Jan. 1, 1880 ..	July 1, 1906 ..	7...	January and July....	160,000 00
Des Moines & Minneapolis	July 1, 1879 ..	July 1, 1899 ..	7...	January and July....	223,000 00
Des Moines & Minneapolis	Feb. 1, 1882 ..	Feb. 1, 1907 ..	7...	February and August.	377,000 00
W. & St. Peter, 1st mortgage	Apr. 10, 1867 ..	Jan. 1, 1857 ..	7...	January and July....	2,547,000 00
W. & St. Peter, 2d mortgage	Nov. 1, 1867 ..	Nov. 1, 1907 ..	7...	May and November...	1,607,000 00
W. & St. Peter Extension, gold	Dec. 1, 1871 ..	Dec. 1, 1916 ..	7...	June and December...	4,255,000 00
Minnesota Valley Railway	Oct. 1, 1878 ..	Oct. 1, 1908 ..	7...	April and October ...	150,000 00

Chicago & Northwestern Railway Company.

Rochester & Northern Minnesota Railway.....	Sep. 1, 1878..	Sep. 1, 1908..	7...	March and September.	200,000 00
Plainview R. R.....	Sep. 1, 1878..	Sep. 1, 1908..	7...	March and September.	100,000 00
Iowa Midland.....	Aug. 1, 1870..	Oct. 1, 1900..	8...	April and October....	1,350,000 00
N. W. Union Railway	Jun. 1, 1872..	Jun. 1, 1917..	7...	March and September.	3,500,000 00
Chicago & Tomah	Sep. 1, 1880..	Nov. 1, 1905..	6...	May and November...	1,528,000 00
Milwaukee & Madison.....	Sep. 1, 1880..	Sep. 1, 1905..	6...	March and September.	1,600,000 00
Chicago, Milwaukee & Northwestern.....	May 1, 1882..	Nov. 1, 1905..	6...	May and November....	450,000 00
Escanaba & Lake Superior.....	July 1, 1881..	July 1, 1901..	6...	January and July.....	720,000 00
Dakota Central Railway	May 1, 1882..	Sep. 1, 1907..	6...	March and September.	665,000 00
2. Total bonded indebtedness.....					\$64,943,000 00
3. Proportionate amount of above for Wisconsin					20,605,635 13

Chicago & Northwestern Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt.....	\$4,620,306 63
2. Proportionate amount of above for Wisconsin.....	1,250,366 73

RECAPITULATION.

	In Wisconsin.	Whole line.
1. Amount of common stock.....	\$12,283,302 17	\$38,000,805 97
2. Amount of preferred stock.....	7,180,683 43	22,210,844 58
3. Total of capital stock.....	\$19,463,985 60	\$60,211,650 53
4. Total of bonded indebtedness.....	20,605,635 13	64,942,000 00
5. Total of unfunded and floating debt ..	1,250,366 73	4,620,306 63
6. Total of stock and debt	\$41,319,987 51	\$129,774,957 16
7. Capital stock per mile of road.....	\$21,325 48	\$21,325 48
8. Bonded indebtedness per mile of road	23,001 21	23,001 21
9. Unfunded and floating debt per mile of road	1,395 73	1,395 73
10. Total of stock and debt per mile..	\$45,722 42	\$45,722 42
11. No. of miles of road on which stock and debt are apportioned		
{ Stock and funded debt	895.85	2,823.46
{ Unfunded debt..	895.85	3,310.31

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Interest unpaid.....	\$531,134 65
Dividends unpaid.....	97,590 37
Vouchers and accounts	2,517,277 15
Total.....	\$3,146,052 17

QUICK ASSETS.

1. Specify particularly:	
Cash	\$961,800 79
Bills receivable	65,237 20
Due from agents and companies.....	1,223,120 65
Material and supplies.....	2,468,449 29
Total.....	\$4,718,607 93

Chicago & Northwestern Railway Company.

ANALYSIS OF EARNINGS.

	In Wisconsin.	Whole line.
1. Earnings from local passengers..... }		
2. Earnings from through passengers.. }	\$1,344,327 98	\$5,256,810 20
3. Earnings from express	114,396 41	365,002 04
4. Earnings from mails.....	84,880 40	411,805 19
5. Earnings from other sources passen- ger department.....		
6. Total earnings, passenger dep't...	\$1,543,604 79	\$6,033,617 43
7. Earnings from local freight		
8. Earnings from through freight		
9. Earnings from all other sources freight department.....		
10. Total earnings freight department	\$3,782,344 20	\$17,195,225 80
11. Total transportation earnings	5,325,948 99	23,228,843 23
12. Rents for use of road, stations, etc....		
13. Income from all other sources ¹ (speci- fying same):		
Miscellaneous earnings.....	\$22,821 16	\$192,888 77
14. Total income from all sources...	\$5,348,770 15	\$23,421,732 00
15. Transportation earnings per mile of road operated.....	\$6,331 44	\$7,559 57
16. Transportation earnings per train mile run from all trains earning revenue.	1.67 ⁶⁴ / ₁₀₀	1.94 ⁵⁶ / ₁₀₀
17. Transportation earnings from passen- ger trains per train mile run.....	1.48 ¹⁷ / ₁₀₀	1.59 ¹³ / ₁₀₀
18. Transportation earnings from freight trains per train mile run	1.77 ¹³ / ₁₀₀	2.11 ⁰⁵ / ₁₀₀
19. Number of miles of road operated (question 15, average miles).....	841.19	3,072.77
20. Number train miles run by all trains earning revenue (question 16)	3,177.010	11,938.751
21. Number train miles run by passenger trains (question 17).....	1,041.729	3,791.427
22. Number train miles run by freight trains (question 18).....	2,135.281	8,147.324

¹This should include "credit balances" of car mileage account.

Chicago & Northwestern Railway Company.

ANALYSIS OF EXPENSES.

	In Wisconsin. ¹	Whole line.
1. Salaries of general officers and clerks.	\$40,537 97	\$148,056 86
2. Legal expenses	17,503 48	63,927 97
3. Insurance	209 46	764 00
4. Stationery and printing	29,374 84	107,285 84
5. Outside agencies and advertising	47,936 40	175,078 18
6. Contingencies and miscellaneous	30,184 79	110,243 92
7. Repairs of bridges (including culverts and cattle guards)	121,754 34	444,683 48
8. Repairs of buildings	134,719 60	492,036 54
10. Repairs of fences, road-crossings and signs	34,572 87	126,270 51
11. Renewal of rails [No. tons laid, 20,287,123]	160,272 11	585,861 99
12. Renewal of ties. [No. laid, 949,942] ..	80,171 48	292,810 37
13. Repairs of road-bed and track	429,785 15	1,569,704 70
14. Repairs of locomotives	226,750 37	828,160 59
15. Fuel for locomotives ..	440,435 50	1,608,603 02
16. Water supply	21,630 15	78,999 82
17. Oil and waste	52,681 76	192,409 65
18. Locomotive service, salaries and wages	328,518 02	1,199,846 68
19. Repairs of passenger cars	80,092 91	292,523 43
20. Passenger train service, salaries and wages	59,975 56	219,048 80
21. Passenger train supplies	10,300 76	37,621 48
22. Mileage passenger cars, debit balances	2,558 12	9,343 08
23. Repairs of freight cars	193,823 98	707,903 44
24. Freight train service, salaries and wages	150,074 96	548,118 95
25. Freight train supplies	6,029 49	22,021 51
26. Mileage, freight cars, debit balances ..	12,012 31	43,872 56
27. Telegraph expenses	61,773 09	225,613 93
28. Loss and damage, freight and baggage	19,721 07	72,027 30
29. Loss and damage, property and cattle	7,866 13	28,729 48
30. Personal injuries	27,066 14	98,853 68
31. Agents and station service, salaries and wages	478,190 11	1,746,494 19
32. Station supplies	18,724 20	63,386 41
33. Total operating expenses]	\$3,325,247 12	\$12,144,803 21
34. Taxes. (Actual)	184,858 13	535,700 33
35. Total operating expenses and taxes	\$3,510,105 25	\$12,680,503 54
36. Percentage of operating [expenses to earnings	62.17	51.85
37. Percentage of operating expenses and taxes to earnings	65.62	54.13

¹ Proportional except as to taxes.;

*Chicago & Northwestern Railway Company.**MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1882.*

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July	\$423,613 79	\$1,474,668 24	\$84,749 61	\$2,983,031 64
August	459,751 50	1,779,502 82	75,909 71	2,315,164 03
September ..	509,308 59	1,683,879 36	99,488 84	2,292,676 79
October	495,432 73	1,771,893 91	73,771 16	2,341,097 80
November	438,658 17	1,496,859 47	88,520 30	2,019,037 94
December	410,522 77	1,371,598 63	73,355 14	1,855,476 54
1882.				
January	336,255 43	1,244,765 84	63,914 28	1,644,935 55
February	328,269 54	1,074,033 88	71,872 52	1,474,175 94
March	437,120 89	1,165,767 50	70,052 27	1,672,930 66
April	430,341 16	1,165,434 86	72,965 48	1,668,741 50
May	476,869 84	1,502,341 52	131,736 49	2,110,947 85
June.....	510,666 29	1,404,489 77	68,360 20	2,043,516 26
Totals	\$5,256,810 20	\$17,195,225 80	\$969,696 00	\$23,421,732 00
Actual for Wisconsin.....	\$1,344,327 98	\$3,782,344 20	\$232,097 97	\$5,348,770 15

Chicago & Northwestern Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating ex- penses.	Taxes.	Rentals.	Interest and sinking fund.	Dividends.	Total.
1881.						
July.....	\$1,002,471 49	³ \$71 92	\$136,803 13	\$342,787 62	.....	\$1,481,990 32
August.....	1,078,228 94	87,201 28	174,148 48	338,897 49	.....	1,678,478 19
September.....	969,609 20	3,290 70	172,659 54	313,492 28	\$387,588 25	1,846,689 97
October.....	1,047,851 29	104 21	167,393 86	351,475 51	.....	1,566,824 87
November.....	895,841 05	² 59 94	111,463 08	365,936 97	.....	1,878,181 76
December.....	932,825 69	1,586 50	80,499 24	320,389 02	840,231 25	2,181,431 70
1882.						
January.....	954,132 51	259,723 55	80,577 93	317,982 06	.....	1,612,416 05
February.....	859,646 78	109,980 86	78,856 71	346,683 87	.....	1,395,169 23
March.....	1,063,868 42	572 50	140,909 64	354,060 40	387,683 75	1,947,104 71
April.....	1,021,456 86	182 15	124,653 88	356,393 98	.....	1,502,686 87
May.....	1,198,015 31	6,589 96	127,942 76	360,081 78	971,184 50	2,663,814 31
June.....	1,120,855 67	66,600 48	121,551 58	350,897 63	.....	1,659,905 36
Total.....	\$12,144,803 21	\$535,700 33	\$1,523,520 43	\$4,118,978 61	\$2,586,637 75	\$20,909,640 33
Wisconsin.....	¹ \$3,325,247 12	² \$184,858 13	¹ \$417,073 24	¹ \$1,127,596 15	¹ \$708,108 25	¹ \$5,762,882 89

¹ Proportional.² Actual.³ These amounts are deducted from the total.

Chicago & Northwestern Railway Company.

**PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING
THE YEAR.**

1.	Grading and masonry, included in No. 8½'	
2.	Bridging.....	\$182,151 01
3.	Superstructure, including rails.....	3,621,949 42
4.	Land, land damages and fences	131,944 79
5.	Passenger and freight stations, wood sheds, and water stations.....	283,044 18
6.	Engine houses, car sheds and turn-tables.....	
7.	Machine shops.....	
8.	Engineering during construction	149,894 11
8½.	Other expenditures.....	2,386,983 62
9.	Purchase of other roads (specifying same)	
10.	Total for construction	<u>\$6,755,967 13</u>
11.	Locomotives	
12.	Parlor and sleeping cars.....	
12.	Passenger, mail and baggage cars	
14.	Freight and other cars.....	
15.	Total for equipment.....	<u>\$1,825,000 70</u>
16.	Other expenditures charges to property account (specifying same).....	
17.	Total expenditures charged to property accounts.....	<u>\$8,580,967 83</u>
18.	Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)	
19.	Net addition to property account for the year.....	<u>\$8,580,967 83</u>

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.	In Wisconsin. (Proportional.)	Whole line.
1. Cost of line June 30, 1881.....		\$123,380,297 06
2. Paid for construction during the year, as per construction account on p. 10		6,755,967 13
3. Paid for equipment during the year, as per equipment account on page 10.....		1,825,000 70
4. Total expended for construction and equipment during the year ending June 30, 1882.....		<u>8,580,967 83</u>
5. Total cost of entire line to date, June 30, 1882	\$41,869,726 67	\$131,961,264 89
6. Miles of road	895 85	2,823 46
7. Cost of road per mile.....	46,737 43	46,737 43

*Chicago & Northwestern Railway Company.***PERSONS EMPLOYED AND SALARIES PAID.**

	IN WISCONSIN.			WHOLE LINE.		
	No. of persons employed.	Average salary per annum.	Total salaries.	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	9	\$1,593 38	\$14,340 00	32	\$1,785 00	\$57,120 00
Clerks in general offices.....	208	641 10	171,814 80	1,881	687 87	949,948 47
Agents and clerks at all stations.....						
Master and skilled mechanics.....	876	679 39	255,450 64	2,480	668 12	1,633,581 60
Helpers in shops.....						
Conductors.....	131	868 88	105,134 48	399	862 23	344,025 78
Engineers.....	180	1,126 05	202,689 00	579	1,137 95	658,873 05
Firemen and wipers.....	264	638 22	168,490 08	895	585 76	524,255 20
Brakemen.....	251	534 33	134,116 83	779	541 47	421,805 18
Flagmen, switchtenders, gatekeepers and watchmen.....	147	521 86	76,713 42	727	596 43	433,604 61
Section foremen.....	125	539 04	67,380 00	459	541 24	248,429 16
Section laborers.....	680	382 00	263,580 00	2,689	397 52	1,072,906 48
All other employees.....	1,589	467 50	742,857 50	5,026	509 97	2,563,109 22
	4,020		2,202,566 75	15,406		8,897,608 70

Chicago & Northwestern Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1892.

ASSETS.	Dollars.	Cts.	LIABILITIES.	Dollars.	Cts.
Cost of road and equipment.....	\$131,961,264	89	Capital stock	\$60,211,650	53
Bonds owned by company	426,600	00	Funded debt.	64,948,000	00
Cost of securities of sundry proprietary cos.	37,219	31	Interest unpaid	531,184	65
Stock owned by company	79,457	44	Dividends unpaid.....	97,590	87
Real estate con.	200,000	00	Notes payable	398,426	35
Cash	961,800	79	Vouchers and accounts.	2,517,277	15
Bills receivable.....	65,237	20	Other liabilities	1,075,828	11
Due from agents and companies.....	1,238,120	65	Income account.	7,648,192	41
Material and supplies.....	2,468,449	29			
	\$137,423,149	57		\$137,423,149	57

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD.

MILES OF ROAD IN OPERATION JUNE 30, 1882.

FROM.	TO.	Total miles.	Illinois.	Iowa.	Wiscon- sin.	Michi- gan.	Minne- sota.	Dakota.
Chicago.....	Ishpeming.....	427.93	70.80	.....	224.48	192.65	.....	.....
Branches to mines.....	.....	39.80	.....	.....	.....	39.80	.....	.....
W. C. Shops.....	Montrose.....	5.20	5.20	.....	.....	.....	.....	.....
S. B. Junction.....	River.....	4.50	4.50	.....	.....	.....	.....	.....
Geneva.....	Batavia.....	3.20	3.20	.....	.....	.....	.....	.....
Kenosha.....	Rockford.....	72.10	44.60	.....	27.50	.....	.....	.....
Chicago.....	Freeport.....	121.00	121.00	.....	.....	.....	.....	.....
Belvidere.....	Winona.....	227.00	20.10	.....	206.90	.....	.....	.....
Chicago.....	Mississippi River.....	137.00	137.00	.....	.....	.....	.....	.....
Mississippi river.....	Council Bluffs.....	354.00	.....	1354.00	.....	.....	.....	.....
Clinton.....	Lyons.....	2.60	.....	12.60	.....	.....	.....	.....
Maple R. J.....	Mapleton.....	60.15	.....	160.15	.....	.....	.....	.....
Wall Lake.....	Sac City.....	12.76	.....	112.76	.....	.....	.....	.....
Des Moines.....	Callanan.....	57.34	.....	157.34	.....	.....	.....	.....
Chicago.....	Milwaukee.....	85.00	44.76	.....	40.24	.....	.....	.....
Milwaukee.....	Fond du Lac.....	62.63	.....	.....	62.63	.....	.....	.....
Milwaukee.....	Montfort.....	140.88	.....	.....	140.88	.....	.....	.....
Galena.....	Woodman.....	76.84	.....	.....	66.59	.....	.....	.....
Lancaster J.....	Lancaster.....	12.04	10.25	.....	12.04	.....	.....	.....
Platteville J.....	Platteville.....	4.00	.....	.....	4.00	.....	.....	.....
Shaboygan.....	Princeton.....	78.40	.....	.....	78.40	.....	.....	.....
Elgin.....	Lake Geneva.....	45.04	36.34	.....	8.70	.....	.....	.....
Geneva.....	St. Charles.....	2.49	2.40	.....	.....	.....	.....	.....
Menomonee River J.....	Crystal Falls.....	69.34	.....	.....	17.39	51.95	.....	.....
Janesville.....	Afton.....	6.10	.....	.....	6.10	.....	.....	.....
Stanwood.....	Tipton.....	8.50	.....	8.50	.....	.....	.....	.....
Clinton.....	Anamosa.....	70.97	.....	70.97	.....	.....	.....	.....
Boone.....	Coal Bank.....	8.25	.....	8.25	.....	.....	.....	.....

Chicago & Northwestern Railway Company.

CHARACTERISTICS OF ROAD — continued.

Road built during year.	From.	To.	Wisconsin.	Illinois.	Michigan.	Iowa.	Minnesota.	Dakota.	Total miles.
Date.									
July 5, 1881	Madison	Dodgeville.	47.31						47.31
Aug. 30, 1881	Dodgeville	Montfort.	16.36						16.36
Feb. 1, 1882	Milwaukee	Madison	77.21						77.21
Sept. 11, 1881	Eagle Grove.	Algona				33.71			33.71
Jan. 2, 1882	Algona.	Elmoe				32.36			32.36
Apr. 17, 1882	Stratford	Dayton				9.13			9.13
Jan. 2, 1882	Dayton.	Gowrie.				11.42			11.42
Jan. 2, 1882	Gowrie.	Lake City.				22.72			22.72
Jan. 2, 1882	Eagle Grove.	Willow Glenn (Brad'e)				29.81			29.81
Apr. 17, 1882	Bradgate	St. Louis Rapids				38.29			38.29
June 20, 1882	Jewell J.	D. M. & M. R. R. (connec.)				1.75			1.75
Oct. 14, 1881	Carroll	Manning.				17.47			17.47
Dec. 29, 1881	Manning	Kirkman				17.34			17.34
May 22, 1882	Manning	Audubon				17.00			17.00
May 22, 1882	Florence	Crystal Falls.			12.20				12.20
July 31, 1881	Ordway J.	Redfield	4.49					36.26	40.75
Nov. 6, 1881	Redfield	Ordway.						51.22	51.22
June 22, 1882	Watertown	Clark Center						31.00	31.00
Total.			145.37		12.20	231.00		118.48	507.05

Chicago & Northwestern Railway Company.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.		In Wisconsin.	Whole line.
1.	Number miles run by passenger trains.	1,041,729	3,791,427
2.	Number miles run by freight and mixed trains.	2,135,281	8,147,324
3.	Number miles run by wood, gravel and construction trains.	374,389	1,542,638
4.	Mileage of switching trains.	643,728	3,899,736
5.	Total mileage.	4,195,127	17,381,125
PASSENGER TRAFFIC.			
6.	Total number of passengers carried.	1,321,456	6,861,687
7.	Number of passengers carried one mile (eastward).	48,135,491	209,195,786
8.	Number of passengers carried one mile (westward).		
9.	Total number of passengers carried one mile.		
10.	Rate per passenger per mile.	2 ⁷⁹ / ₁₀₀ cents.	2 ⁶¹ / ₁₀₀ cents.
11.	Average distance traveled by each passenger.	36 ⁴² / ₁₀₀ miles.	27 ⁵⁶ / ₁₀₀ miles.
TONNAGE OF FREIGHTS CARRIED.		<i>Tons forwarded.</i>	<i>Tons.</i>
1.	Grain.	161,281	1,168,322
2.	Flour.	46,576	187,314
3.	Provisions.	17,666	76,206
4.	Salt, cement, water lime and stucco.	25,500	90,562
5.	Manufactures, including agricultural implements, furniture and wagons.	142,237	417,027
6.	Live stock.	55,882	326,741
7.	Lumber and forest products.	313,672	1,170,759
8.	Iron, lead and mineral products.	345,147	2,173,756
9.	Stone, brick, lime, sand, etc.	22,331	152,126
10.	Coal.	20,636	679,152
11.	Merchandise and other articles.	294,383	1,719,418
12.	All other freights not above enumerated.		
13.	Total freight in tons.	1,445,310	8,161,383
(MILEAGE AND TONNAGE.)			
15.	Number of tons of freight carried one mile.	269,881,503	1,171,038,933
16.	Number of tons of freight carried (eastward).	2,814,581	8,161,388
17.	Number of tons of freight carried (westward).		
18.	Average rate per ton per mile on all freights carried.	1 ³⁵ / ₁₀₀ cents.	1 ⁴⁷ / ₁₀₀ cents.

Chicago & Northwestern Railway Company.

MILEAGE EARNINGS FOR THE YEAR.

	In Wisconsin.	Whole line.
1. Earnings per mile of road on freight..	\$4,496 42	\$5,596 00
2. Earnings per mile of road on passengers.....	1,598 13	1,710 77
3. Earnings per mile of road from mails, express and all other sources	264 03	315 58
4. Total earnings, per mile.....	\$6,358 58	\$7,622 35
5. Net earnings per mile of road.....		\$3,495 61
6. Earnings per train mile run, on freight	\$1 77 ⁶⁰ / ₁₀₀	2 11 ¹⁷ / ₁₀₀
7. Earnings per train mile run, on passengers	1 29 ⁵⁰ / ₁₀₀	1 59 ¹³ / ₁₀₀
8. Earnings per train mile run, on mails, express and all other sources.....	19 ⁸⁴ / ₁₀₀	21 ⁶⁶ / ₁₀₀
9. Total earnings, per train mile	\$1 68 ³⁶ / ₁₀₀	\$1 96 ¹³ / ₁₀₀
10. Net earnings per train mile	\$0 57 ⁸² / ₁₀₀	\$0 89 ²⁷ / ₁₀₀
11. Of the earnings of the entire line what is the ratio of the passengers to the freight? Answer: On whole line, as 100 to 327. In Wisconsin as 100 to 287		
12. What is the passenger rate per mile?..	0 02 ⁷² / ₁₀₀	0 02 ⁵¹ / ₁₀₀
13. Number of passengers carried one mile	48,135,491	209,195,786
14. Number of miles of operated road upon which above estimates are based....	Av., 841 ¹³ / ₁₀₀	Av., 3,072 ⁷¹ / ₁₀₀

MISCELLANEOUS OPERATING EXPENSES.

	In Wisconsin. ¹	Whole line-
1. Average operating expenses and taxes per mile of road	\$4,172 79	\$4,126 73
2. Average operating expenses and taxes per train mile	1 10 ⁴⁸ / ₁₀₀	1 06 ²⁴ / ₁₀₀
Cost of maintaining track and bridges per train mile.....	25 ⁴⁰ / ₁₀₀	25 ⁴⁰ / ₁₀₀
4. Cost of repairs of engines per mile run.	04 ⁷⁶ / ₁₀₀	04 ⁷⁶ / ₁₀₀
5. Cost of engineers and firemen per mile run.....	06 ²⁰ / ₁₀₀	06 ²⁰ / ₁₀₀
6. Cost of oil and waste per mile run.....	01 ¹¹ / ₁₀₀	01 ¹¹ / ₁₀₀
7. Cost of fuel per mile run.....	09 ²⁶ / ₁₀₀	09 ²⁶ / ₁₀₀

¹ Proportional except as to taxes.

*Chicago & Northwestern Railway Company.***EARNINGS AND EXPENSE STATEMENT.****CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.**

	In Wisconsin.	Whole line.
Gross earnings (actual).....	\$5,348,770 15	\$23,421,732 00
Deduct operating expenses and taxes (Wisconsin proportional except as to taxes..	3,510,105 25	12,680,503 54
Leaving net earnings	\$1,838,664 90	\$10,741,228 46
Amount of rentals paid.....		\$1,428,227 24
Amount of interest paid.....		4,105,805 23
Total of rentals and interest		\$5,534,032 47
Balance		
Dividends paid, viz.:		
On preferred stock, per cent		
On common stock, per cent		
Total of dividends		\$2,847,844 18
Leaving surplus.....		
Miles of road operated upon which above estimates are based (average miles.)....	841.19	3,072.77

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

EQUIPMENT.

Number of locomotives.....	557
Number of passenger cars.....	235
Number of baggage, mail and express cars.....	117
Number of parlor cars	7
Number of freight cars	18,281
Number of other cars (dining 6, officers 4).....	10

GENERAL QUESTIONS.**U. S. MAIL.**

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
Compensation for mail service is not permanently fixed, service being ordered "subject to the rules and regulations of the department." There are about forty postal routes on this Company's lines on which the mails are periodically weighed, and compensation regulated from time to time in accordance with the result.

Chicago & Northwestern Railway Company.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freight at the depot or at the office of such express companies?

American Express Company and United States Express Company. For terms, and conditions as to rates, see statement attached. The express companies have no cars or machinery, or repairs of cars. They do a miscellaneous business, restricted to lighter articles properly belonging to express business.

The express companies deliver their freight into this company's cars.

EXPRESS CONTRACTS, JUNE 30, 1882.

ROUTE.	Rate per diem on limited tonnage, whole route.	Limits of pounds to be carried each day whole length of route at regular per diem rates.	Rate per 100 pounds carried whole length of route, to be paid on excess of tonnage.	Tonnage per week of six days.	Tonnage per week of seven days.
<i>American Express Company.</i>					
Chicago to Council Bluffs	\$275 00	10,000	\$1 50	60,000	70,000
Chicago to Freeport.....	90 00	12,000	50	72,000	84,000
Chicago to Ishpeming ¹	275 00	10,000	1 50	60,000	70,000
Chicago to Winona.....	135 00	10,000	1, 05	60,000	70,000
Kenosha to Rockford.....	5 07	1,000	60	6,000	7,000
Elgin to Lake Geneva	5 00	2,000	25	12,000	14,000
Milwaukee to Montfort and Galena to Woodman	30 00	3,000	1 00	18,000	21,000
Winona to Watertown and branch. .	75 00	5,000	1 50	30,000	35,000
Clinton to Anamosa.....	6 25	1,000	30	6,000	7,000
Stanwood to Tipton	2 00	500	.....	3,000	3,500
Des Moines to Callanan	10 00	2,000	35	12,000	14,000
Tama to Elmore and branch	20 00	2,000	1 00	12,000	14,000
Maple R. J. to Mapleton and branch..	6 25	1,000	30	6,000	7,000
Carroll to Kirkman and branch ²...	.....	.....	.....	.....	.....
Sheboygan to Princeton ³.....	.....	.....	.....	.....	.....
<i>United States Express Company.</i>					
Chicago to Milwaukee.....	66 66	17,000	40	102,000	119,000

¹ Fish, \$1 per 100 pounds.

² \$50 per month.

³ 50 cents per 100 pounds transported whole length of route.

Chicago & Northwestern Railway Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a carload.)

Their freight has no preference over other freight of like class.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars are run, for the use of which this company furnishes light and fuel, and keeps in order the exterior of the cars. They are owned by the Pullman Palace Car Company, and all charges in addition to regular fare are made and collected by the owner.

Dining cars owned by this company are run, on which the charges are 75 cents per meal.

5. Have you acquired any additional rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

Yes. The right to guarantee bonds and own stock of other corporations; by act of March 18, 1882.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

No.

7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.

No.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?

No.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None made since date of last report.

11. Have you made any advance in the rates of freight, [from stations on your line, since the date of your last report?

We have, in a few cases, as shown on tariff herewith.

12. Have you made any reduction in such rates, from any station, since the date of last report?

If you answer either questions 11 or 12 in the affirmative, annex to your reply schedule, naming the stations, with distance and rates in force at date of last report, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

We have, in many cases, as shown on tariff herewith.

For schedule of tariffs see Appendix.

Chicago & Northwestern Railway Company.

13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

The rules of this company prohibit the use of intoxicating liquors by employes, and are strictly enforced.

LANDS RECEIVED AND SOLD, ETC.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
3. What number of acres sold and conveyed since date of your last report? (Deeded.)..... 14,679.49
4. Average price, per acre, realized? \$4 65
5. Number of acres now held by company?..... 826,927.09
6. Average price asked for lands now held by company?
Not all appraised.
7. Amount of land sold, but not conveyed, under contracts now in force? 1,581.50
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report? \$70,659 80
9. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?... 518 27
10. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?..... None.
11. Whole amount of cash received for stumpage, trespass, etc., since date of last report? \$2,525 00
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?..... 70,703 07
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?..... 288,475 17
14. What is the amount now due the company on lands sold, or contracted to be sold?..... 2,164 30

DONATIONS AND AID.

1. Value of donations of right of way or other real estate received since the date of last report?
None.

Chicago & Northwestern Railway Company.

ACCIDENTS IN THE STATE OF WISCONSIN CAUSING INJURY TO PERSONS.

DATE.	NAME.	PLACE.	OCCUPATION.	CAUSE OF ACCIDENT.	CHARACTER OF INJURY.
1881.					
July 12.	James H. Shully.	Jackson,	Laborer	Climbing on car.	Foot crushed.
July 15.	Wm. Black	Beloit	Tramp	Walking on track	Fatal.
July 16.	John N. Kispert.	Johnson's Creek .....	.....	Drunk and fell	Leg and arm broken.
July 30.	F. McLean	Harts	Brakeman	Explosion of engine	Fatal.
July 24.	Chas. Walcott	Fond du Lac	Pauper	Walking on bridge	Fatal.
July 30.	J. J. Maybe	Marinette.	Engineer	Knocked off by coal bucket.	Hip Fracture.
July 30.	Wm. Egan	Harts	Fireman	Boiler explosion.	Scalded.
Aug. 3.	John Hobbins	Depere	Farmer	Crossing track.	Fatal.
Aug. 9.	David Barns	Fond du Lac	Machinist	Attempt to get on moving train.	Foot off.
Aug. 11.	Henry Bladen	Chester	Laborer	Fell between cars.	Leg off.
Aug. 22.	James Norton	County Line.	Boy	Attempt to get on moving train.	Fatal.
Sep. 7.	Fred Heim	Madison	Laborer	Fell under car	Foot crushed.
Sep. 6.	Ernest Thomas	Waunakee	Farmer	Crawling between cars.	Leg off.
Sep. 10.	Geo. Lancaster	Union Center	Boy	Jumping off train	Foot off.
Sep. 22.	Hannah Cassidy	Milwaukee	Girl	Picking coal on track	Fatal.
Sep. 29.	Miss Mary Keogh	Fond du Lac	Passenger	Collision	Slight injury.
Sep. 24.	George Thelin	St. Francis	Citizen	Crossing track.	Fatal.
Sep. 30.	Sam'l Hudson, Jr	Fort Howard	Citizen	Climbing on box car, fell	Fatal.
Oct. 11.	N. Melville	Kenosha	Laborer	Struck by engine	Leg off.
Oct. 22.	Wm. Sturm	Baraboo	Laborer	Struck by engine	Fatal.
Oct. 31.	Geo. P. Sheiderer	Milwaukee	Tanner	Fell from moving train	Feet crushed.
Oct. 27.	Mrs. W. Gump	Elroy	Citizen	Walking on track	Fatal.
Nov. 3.	Mike Conlin	Baraboo	Switchman	Coupling	Hand bruised.
Nov. 6.	F. Upton	Florence	Brakeman	Coupling	Fingers crushed.
Nov. 10.	Wm. Lake	Baraboo	Switchman	Coupling	Hand strained.
Nov. 19.	W. Webb	Liberty	Citizen	Crossing track.	Bruised.
Nov. 21.	F. Schwartz	La Valle	Citizen	Fell from car	Concussion of brain.
Nov. 28.	W. Edwards	Fort Howard	Brakeman	Broken axle	Leg broken.
Nov. 30.	H. Farpha	Waunakee	Citizen	Lying on track, drunk	Bruised.
Nov. 27.	W. Gumps	Elroy	Laborer	Struck by engine	Leg broken.

Chicago & Northwestern Railway Company.

ACCIDENTS IN THE STATE OF WISCONSIN CAUSING INJURY TO PERSONS — continued.

DATE.	NAME.	PLACE.	OCCUPATION.	CAUSE OF ACCIDENT.	CHARACTER OF INJURY.
1881.					
Dec. 7.	L. B. Goosell....	Fox River.....	Brakeman.....	Switching.....	Fatal.
Dec. 10.	R. L. French....	Lake Mills.....	Conductor.....	Fell from car.....	Arm broken.
Dec. 18.	H. A. Crow.....	Baraboo.....	Switchman.....	Fell between cars.....	Knee bruised.
Dec. 30.	James Rodder....	Oconto.....	Brakeman.....	Coupling.....	Fatal.
Dec. 30.	John Terney....	Waunakee.....	Citizen.....	Walking on track.....	Fatal.
1882.					
Jan. 4.	Carrie L. Paddock	La Valle.....	Passenger.....	Collision.....	Leg broken.
Jan. 10.	Chas. Dennis....	Afton.....	Brakeman.....	Fell from car.....	Fatal.
Jan. 7.	H. Delamata....	Waukesha.....	Laborer.....	Bank caved in on him.....	Fatal.
Jan. 9.	Thos. Kinney....	Beloit.....	Passenger.....	Getting off moving train.....	Internal injuries.
Jan. 17.	Lawrence Quigley	Glenbuelah....	Passenger.....	Car off track.....	Head injured.
Jan. 28.	Wm. Carnish....	Oregon.....	Brakeman.....	Coupling.....	Fingers crushed.
Jan. 27.	C. C. Jacks.....	Kenosha.....	Conductor.....	Coupling.....	Ribs broken.
Jan. 25.	Thos. Roberts....	Appleton.....	Citizen.....	Threw himself under cars.....	Fatal.
Jan. 30.	C. S. Hankey....	Oakfield.....	Engineer.....	Broken rail.....	Burned.
Feb. 7.	Randall Pease....	Elroy.....	Brakeman.....	Uncoupling.....	Fatal.
Feb. 6.	Chas. Cilman....	Milwaukee.....	Citizen.....	Crossing track.....	Fatal.
Feb. 20.	E. A. Watkins....	Montfort.....	Conductor.....	Coupling.....	Fatal.
Feb. 17.	H. Mandelkow....	Vandyne.....	Citizen.....	Walking on track.....	Fatal.
Feb. 26.	John Ball.....	Midway.....	Brakeman.....	Fell between cars.....	Fatal.
Feb. 28.	Robert Small....	Glendale.....	Citizen.....	Attempt to get on moving train.	Fatal.
Feb. 13.	James Cowie....	Juneau.....	Pauper.....	Lying on track.....	Fatal.
Feb. 17.	John Henry.....	Fond du Lac....	Switchman.....	Coupling.....	Hand crushed.
Mar. 2.	Lewis C. Vase....	Milwaukee.....	Switchman.....	Struck by engine.....	Fatal.
Mar. 19.	Wm. Gailer.....	Beloit.....	Unknown.....	Drunk — on track.....	Fatal.
Apr. 6.	L. A. Wallace....	Ableman.....	Brakeman.....	Coupling.....	Finger crushed.
Apr. 19.	Henry Slater....	Baraboo.....	Switchman.....	Coupling.....	Fingers bruised.
Apr. 24.	Horace Mowers....	Magnolia.....	Carpenter.....	Drunk — on track.....	Fatal.
May 18.	Wm. Ellis.....	Milwaukee.....	Switchman.....	Uncoupling.....	Fatal.
May 25.	W. E. Berkley....	Summit.....	Brakeman.....	Boarding engine' foot caught...	Foot crushed.

Chicago & Northwestern Railway Company.

	Albert Zickuhl	Milwaukee	Machinist	Repairing car	Back injured.
May 28.	Elroy	Switchman	Coupling	Back injured.	
May 28.	August Bedoha	Passenger	Jumped from moving train	Fatal.	
June 10.	John Warner	Boy	Hanging on freight cars	Fatal.	
June 1.	Wm. Clark	Switchman	Coupling	Fatal.	
June 16.	A. E. Hills	Citizen	Attempt to get on moving train	Bruised.	
June 19.	Geo. Manley	Boy	Playing on track	Foot crushed.	
June 19.	Narc. Beaudette	Brakeman	Coupling	Foot off.	
June 19.	Chas. Johnson	Switchman	Fell from engine	Head bruised.	
June 29.	Jno. Summers	Laborer	Fell between cars	Leg broken.	
June 22.	Ered Walchal			Fatal.	
	Passengers killed from causes beyond their control	0	Employees killed by their own misconduct or want of caution	12	
	Passengers injured from causes beyond their control	3	Employees injured by their own misconduct or want of caution	22	
	Passengers killed by their own misconduct or want of caution	1	Others killed from causes beyond their control	0	
	Passengers injured by their own misconduct or want of caution	1	Others injured from causes beyond their control	0	
	Employees killed from causes beyond their control	1	Others killed by their own misconduct or want of caution	17	
	Employees injured from causes beyond their control	2	Others injured from their own misconduct or want of caution	11	

Chicago & Northwestern Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No. 2.
2. Of the above accidents, those numbered as follows were caused by IN-ATTENTION OF EMPLOYEES:
Total No.
3. Of the above accidents, those numbered as follows were caused by COLLISIONS, not properly coming under 2:
Total No.
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No. 2.
5. Amount paid as damages caused by fire from locomotives:
Not kept separate.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

- | | |
|-----------------|----------------------|
| 1. Cattle | } Not kept separate. |
| 2. Horses | |
| 3. Mules | |
| 4. Sheep | |
| 5. Hogs | |
| 6. Total | |
7. Amount claimed yet unsettled, or in litigationNot kept.

STATE OF ILLINOIS, }
County of Cook, } ss.

Albert Keep, President, and J. B. Redfield, Auditor, of the Chicago and North-Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed),

ALBERT KEEK.

[SEAL]

J. B. REDFIELD.

Subscribed and sworn to before me, a notary public, this 31st day of August, A. D. 1882.

(Signed),

A. W. HARD,
Notary Public.

[SEAL.]

Chicago, St. Paul, Minnenpolis & Omaha Railway Co.

REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	H. H. Porter	Chicago, Ill.
Vice-President	Philetus Sawyer ...	Oshkosh, Wis.
Vice-President ..	A. R. Flower	52, Broadway, N. Y.
Secretary	C. W. Porter	Hudson, Wis.
General Solicitor	Jno. C. Spooner....	Hudson, Wis.
Treasurer	A. R. Flower	52, Broadway, N. Y.
Assistant President	E. W. Winter ...	St. Paul, Minn.
General Superintendent	Chas. F. Hatch ...	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Freight and Passenger Agent	T. W. Teasdale ...	St. Paul, Minn.
General Traffic Manager	J. H. Hiland	St. Paul, Minn.
Auditor	H. A. Gray	St. Paul, Minn.
Land Commissioner	W. H. Phipps	Hudson, Wis.

1. General offices at St. Paul, Minn.
2. Designate principal office in Wisconsin as per Section 1750, Revised Statutes. Hudson, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. H. Porter	Chicago, Ill.	Aug. Kountz	New York, N. Y.
R. P. Flower	New York, N. Y.	A. H. Wilder	St. Paul, Minn.
David Dows	New York, N. Y.	J. M. Fiske	New York, N. Y.
H. R. Bishop	New York, N. Y.	E. F. Drake	St. Paul, Minn.
W. D. Washburn ..	Minneapolis, Min.	R. R. Cable	Chicago, Ill.
Philetus Sawyer...	Oshkosh, Wis.	Henry F. Wells.	Minneapolis, Min
Benj. Brewster ...	New York, N. Y.		

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

EXECUTIVE COMMITTEE.

H. H. Porter, Benj. Brewster, R. P. Flower, P. Sawyer,
 David Dows, E. F. Drake, H. R. Bishop.

3. Date of Annual Election of Directors, first Saturday after first Thursday in June.

4. Name and address of person to whom correspondence concerning this Report should be directed,

H. A. GRAY, *Auditor.*

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

	In Wisconsin.	Whole Line.
1. Total income earnings	\$2,226,693 40	\$4,567,052 55
2. Operating expenses	¹ 1,314,251 45	2,695,590 76
		\$1,871,461 79
3. Excess of earnings over operating expenses	912,441 95	.....
Income from lands	900,703 38	900,730 38
Income from elevator . . . . .	.....	3,806 48
	\$1,813,172 33	\$2,775,998 65
4. Taxes	74,306 45	151,162 04
5. Rentals, (specifying amount to each company) —		
St. P. M. & Manitoba Ry. \$15,833 34		28,655 44
Illinois Central Ry. . . . 12,000 00		
St. Paul Union Depot Co. 822 10		
		918,742 45
6. Interest accrued during the year, viz.: On funded debt . . . \$1,021,692 44	² 297,001 87	.....
Less credit balance to interest and exch'ge 102,949 99 . . . . .		.....
7. Dividends declared, viz.:	² 299,170 63	925,451 25
On preferred stock . . . \$925,451 25 . . . . .		.....
On common stock . . . . .		.....
8. Sinking funds . . . . .		.....
9. Total of 4, 5, 6, 7 and 8	670,478 95	2,024,011 18
10. Balance for the year June 30, 1882, being the difference between 8 and 9 (surplus)	³ 1,143,690 38	751,987 47

¹ On basis of earnings. ² On basis of miles owned. ³ This includes dividend declared prior to July 1st, 1881, and entered this year amounting to \$310,228.75.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

CAPITAL STOCK.

Capital stock authorized by charter	\$50,000,000 00
¹ Proportionate amount of same for Wisconsin depends on number of miles to be built .....	.....
How many kinds of stock at date of last report? Two....	.....
Amount of common stock at date of last report	\$13,813,833 33
¹ Proportionate amount of same for Wisconsin	4,731,733 96
Amount of preferred stock at date of last report	9,613,833 34
¹ Proportionate amount of same for Wisconsin	3,293,033 22
Total capital stock at date of last report	<u>\$23,426,666 67</u>

Rate of preference: 7 per cent.

How much common stock has been issued since date of last report?.....	<u>\$4,759,900 00</u>
¹ Proportionate amount of same for Wisconsin	1,272,494 35
For what purpose and what was received therefor? Issued to take up stock of the roads consolidated June 1, 1880, and for purchasing and building new lines and extensions .....	.....
How much preferred stock has been issued since date of last report?.....	1,146,599 99
¹ Proportionate amount of same for Wisconsin	185,364 70
For what purpose, and what was received therefor? See re- ply to third preceding question.	

Total amount of stock now outstanding.....	<u>\$29,333,166 66</u>
--	------------------------

¹ Proportionate amount of same for Wisconsin	<u>\$9,482,626 23</u>
--	-----------------------

¹ Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest and where and when payable.

NAME OF BONDS.	WHERE AND WHEN PAYABLE.	Date of issue.	Rate of Int.	AMOUNT.
First Mortgage Bonds, C., St. P. & M. Ry	New York, May 1, 1918 ...	May 9, 1878...	6	\$3,000,000 00
First Mortgage Bonds, North Wis. Ry	New York, Jan. 1, 1930 ...	Jan. 1, 1880...	6	800,000 00
First Mortgage Bonds, Hud. & R. F. R. R.	New York, July 1, 1908 ...	July 1, 1878...	8	125,000 00
First Mortgage Bonds, St. P. & S. C. R. R.	New York, Apr. 1, 1919 ...	July 1, 1879...	6	6,080,000 00
First Mortgage Bonds, St. P., S. & T. F. R. R.	New York, Jan. 1, 1908 ...	Jan. 1, 1878...	7	334,800 00
Consolidated Mortgage Bonds & Scrip, C., St. P., M. & O. Ry.	New York, June 1, 1930 ...	June 1, 1880...	6	9,088,562 50
St. Paul Depot Ground Bonds, St. P., S. & T. F. R. R.	New York, Oct. 1, 1903 ...	Oct. 1, 1873...	10	30,000 00
Land Grant Income Bonds & Int., C., St. P. & M. Ry.	New York, May 1, 1898 ...	May 9, 1878...	6	88,312 50
2. Total bonded indebtedness .....	.....	.....	.....	\$19,546,675 00
3. Proportionate amount of above for Wisconsin on mileage basis .....	.....	.....	.....	\$6,318,895 23

¹ In the treasury of the company and alive. ² Convertible into C., St. P., M. & O. Consolidated Mortgage Bonds.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt. See Balance Sheet.
 2. Proportionate amount of above for Wisconsin. See Balance Sheet.

RECAPITULATION.

	In Wisconsin.	Whole line.
1. Amount of common stock.....	\$6,004,228 31	\$18,573,233 33
2. Amount of preferred stock.....	3,478,397 92	10,759,933 33
3. Total of capital stock.....	\$9,482,626 23	\$29,333,166 66
4. Total of bonded indebtedness.....	6,318,915 23	19,546,675 00
5. Total of unfunded and floating debt. See balance sheet .....	.....	.....
6. Total of stock and debt	\$15,801,541 46	\$48,879,841 66
7. Capital stock per mile of road.....	\$29,275 49	\$29,275 49
8. Bonded indebtedness per mile of road.....	19,508 24	19,508 24
9. Unfunded and floating debt per mile of road .....	.....	.....
10. Total of stock and debt per mile..	\$48,783 73	\$48,783 73
11. No. of miles of road on which stock and debt are apportioned	\$323 91	\$1,001 97

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Coupons unpaid	\$26,061 75
Audited accounts.....	324,251 50
Pay rolls	179,864 17
Dividends unpaid.....	189,283 50
Advances to agents	7,518 05
Total.....	\$726,978 97

QUICK ASSETS.

1. Specify particularly:	
Cash in St. Paul and Chicago	\$95,247 65
Cash in New York.....	2,356,877 72
Cash in hands of Superintendent Construction.....	872 79
Cash in hands of agents and in transit.....	163,525 47
Due from railroad companies.....	55,894 23
Due from various persons	126,495 60
Due from U. S. Postoffice department	26,222 48
Due from American Express Company.....	6,219 66
Total.....	\$2,831,355 00

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

ANALYSIS OF EARNINGS.

	In Wisconsin.	Whole line.
1. Earnings from local passengers..... }		\$700,300 23
2. Earnings from through passengers.. }	\$615,562 73	489,434 68
3. Earnings from express	34,960 28	66,855 53
4. Earnings from mails.....	20,100 27	67,116 63
5. Earnings from other sources passen- ger department.....	4,384 42	6,968 48
6. Total earnings, passenger dep't...	\$675,007 70	\$1,330,675 55
7. Earnings from local freight		1,712,066 68
8. Earnings from through freight	\$1,547,663 80	1,506,209 99
9. Earnings from all other sources freight department.....	4,021 90	18,100 33
10. Total earnings freight department	\$1,551,685 70	\$3,236,377 00
11. Total transportation earnings	\$2,226,693 40	\$4,567,052 55
12. Rents for use of road, stations, etc.		
13. Income from all other sources ¹ (speci- fying same):		
Lands	\$900,730 38	\$900,730 38
Elevators		8,806 48
14. Total income from all sources...	\$3,127,423 78	\$5,471,589 41
15. Earnings per mile of road operated ...	\$6,754 51	\$4,545 14
16. Earnings per train mile run from all trains earning revenue.....	1 79 ¹⁰ / ₁₀₀	1 58 ¹⁰ / ₁₀₀
17. Earnings from passenger trains per train mile run.....	1 87 ⁸⁰ / ₁₀₀	1 54 ¹⁰ / ₁₀₀
18. Earnings from freight trains per train mile run	1 78 ⁶⁰ / ₁₀₀	1 59 ⁵⁰ / ₁₀₀
19. Number of miles of road operated (question 15, average for year).....	329 ⁴⁰ / ₁₀₀	1,004 82
20. Number train miles run by all trains earning revenue (question 16)	1,239,134	2,887,732
21. Number train miles run by passenger trains (question 17).....	860,374	858,635
22. Number train miles run by freight trains (question 18).....	868,760	2,029,097

¹ This should include "credit balances" of car mileage account.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

ANALYSIS OF EXPENSES.

	In Wisconsin.	Whole line.
1. Salaries of general officers and clerks.		\$131,733 83
New York Office expenses.....		6,302 94
2. Legal expenses.....		11,447 01
3. Insurance.....		9,174 76
4. Stationery and printing.....		31,742 76
5. Outside agencies and advertising.....		17,367 03
6. Contingencies and miscellaneous.....		38,686 67
7. Repairs of bridges (including culverts and cattle guards).....	\$21,050 01	87,902 86
8. Repairs of buildings.....	6,625 51	87,204 35
9. Repairs of tools and machinery.....		
10. Repairs of fences, road-crossings and signs.....	4,219 98	16,694 60
11. Renewal of rails [No. tons laid.] Nothing for the year.....		
12. Renewal of ties. [No. laid, 237,890]..	15,936 09	64,608 53
13. Repairs of road-bed and track.....	159,827 50	223,058 63
14. Repairs of locomotives.....		203,095 13
15. Fuel for locomotives.....		556,044 44
16. Water supply.....		19,388 51
17. Oil and waste for lubricating cars.....		9,565 79
18. Locomotive service, salaries and wages.....		262,029 04
19. Repairs of passenger cars.....		71,802 24
20. Passenger train service, salaries and wages.....		60,467 26
21. Passenger train supplies.....		12,004 25
22. Mileage passenger cars, debit balances.....		4,588 87
23. Repairs of freight cars.....		211,765 23
24. Freight train service, salaries and wages.....		125,092 09
25. Freight train supplies.....		9,675 42
26. Mileage, freight cars (credit balances.).....		1,966 12
27. Telegraph expenses.....		51,668 53
28. Loss and damage, freight and baggage.....		20,343 09
29. Loss and damage, property and cattle Loss and damage wrecking.....		15,346 09
		12,124 16
30. Personal injuries.....		17,578 82
31. Agents and station service, salaries and wages.....		295,844 29
Expenses Missouri river transfer....		28,171 13
32. Station supplies.....		85,043 54
33. Total operating expenses].....	\$1,314,251 45	\$2,695,590 76
34. Taxes.....	74,806 45	151,162 04
35. Total operating expenses and taxes.....	\$1,388 557 90	2,846,752 80
36. Percentage of operating expenses to earnings.....		59 $\frac{3}{100}$ per cent.
37. Percentage of operating expenses and taxes to earnings.....		62 $\frac{33}{100}$ per cent.

¹ On basis of earnings.

Chicago, St. Paul, Minneapolis & Omaha Railroad

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1882.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July	\$87,861 70	\$282,496 73	\$18,843 75	\$388,202 18
August	92,062 98	273,187 09	11,646 82	876,896 89
September	106,696 94	252,021 20	14,712 21	878,870 35
October	91,942 86	273,069 25	14,016 56	879,028 79
November	99,373 19	280,783 86	12,764 06	892,921 11
December	94,127 83	323,510 50	15,977 13	432,615 45
1882.				
January	66,790 23	247,599 09	12,088 84	327,478 16
February	74,801 29	247,328 40	11,309 73	333,439 42
March	111,647 72	289,051 90	12,536 40	413,236 02
April	127,497 12	237,232 28	12,559 13	377,288 53
May	118,704 03	260,953 69	14,224 44	402,882 16
June.....	117,788 90	243,042 68	13,861 91	374,693 49
Totals	\$1,189,734 91	\$3,218,276 67	\$159,040 97	\$4,567,052 55
Proportion for Wisconsin	\$615,562 73	\$1,547,663 80	\$63,466 87	\$2,226,693 40

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

MONTHLY EXPENSES.

MONTHS.	Operating ex- penses.	Taxes.	Rentals.	Interest.	Dividends.	Total.
1881.						
July.....	\$257,719 87	\$9,368 86	\$2,350 00	\$104,021 33	¹ \$168,050 75	\$541,510 81
August.....	266,178 33	11,459 75	2,290 86	88,991 33	.....	368,920 27
September.....	251,368 50	11,943 12	2,409 14	75,653 73	¹ 61,800 00	403,174 49
October.....	279,483 47	12,089 91	2,350 00	13,351 04	² 168,554 75	475,829 17
November.....	247,871 93	15,614 00	2,350 00	20,256 40	.....	286,092 33
December.....	³ 26,896 13	17,621 09	2,350 00	93,892 10	168,176 75	256,143 81
1882.						
January.....	228,470 20	7,596 73	2,350 00	96,412 85	.....	333,829 78
February.....	195,948 28	11,517 69	7,579 61	84,460 86	.....	299,506 44
March.....	232,212 92	13,935 86	3,021 27	78,743 41	170,626 75	498,540 21
April.....	243,143 14	12,530 53	3,605 48	96,056 86	.....	355,336 01
May.....	267,676 33	14,496 05	⁴ 4,309 32	72,290 89	.....	350,153 95
June.....	252,413 92	12,988 45	2,308 40	94,611 65	188,242 25	550,564 67
Total.....	\$2,695,590 76	\$151,162 04	\$38,655 44	\$918,742 45	\$925,451 25	\$4,719,601 94
Proportion for Wisconsin..	⁵ \$1,814,261 45	\$74,306 45	.....	⁴ \$297,001 87	⁴ \$299,170 63	\$1,984,780 40

¹ Belong to previous years, but not entered until this year.² On basis of miles of road.³\$378.00 of this belongs to previous year.⁴ Deducted from total amounts.⁵ On basis of earnings.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

**PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING
THE YEAR.**

	In Wisconsin.	Whole line.
1. New passenger and freight stations, water tanks, fuel sheds, etc	\$40,265 72	\$124,556 36
2. New shops and engine houses, and shop grounds	62,734 53	194,044 34
3. New track scales	1,024 05	3,167 82
4. New side tracks and yards	85,474 83	264,882 39
5. New bridges, culverts, cattle guards and crossings	39,491 65	122,151 73
6. New fences and stock yards	4,739 74	14,660 49
7. Right of way	2,672 42	8,266 06
8. New steel rails	26,207 15	235,716 51
New steamers at Missouri River Transfer (balance of cost)		1,430 92
9. New telegraph	1,125 36	3,480 86
Miscellaneous construction and improvement	117,149 04	362,931 27
New lines and extension of old	1,102,169 91	3,409,124 68
Balance account, lines built and purchased prior to June 30, 1881	1,178,063 06	3,643,869 65
10. Total for construction	\$2,711,117 46	\$8,387,833 08
11. Locomotives..... Number, 20	\$58,080 03	\$179,664 15
12. Parlor and sleep'g cars Number, ...		
13. Passenger, mail and baggage cars... Number, 13	25,638 02	79,927 06
14. Freight and other cars (balance of cost) .. Number, 1,167	95,077 07	294,110 41
15. Total for equipment	\$178,795 12	\$553,701 62
16. Other expenditures charges to property account (speci-fying same)		
17. Total expenditures charged to property accounts	\$2,889,912 58	\$8,941,534 70
18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same)		
19. Net addition to property account for the year	\$2,889,912 58	\$8,941,534 70

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.	In Wisconsin.	Whole line.
1. Cost of line June 30, 1881.....	\$11,350,758 18	\$35,109,978 29
2. Paid for construction during the year, as per construction account on p. 10 .	2,711,117 46	8,387,833 08
3. Paid for equipment during the year, as per equipment account on page 10..	178,795 12	553,701 62
4. Total expended for construction and equipment during the year ending June 30, 1882.....	2,889,912 58	8,941,534 70
5. Total cost of entire line to date, June 30, 1882	\$14,240,670 76	\$44,051,512 99
6. Miles of road owned and in operation.	323.91	1,001.97
7. Cost of road and equipment per mile.	\$43,964 90	\$43,964 90

PERSONS EMPLOYED AND SALARIES PAID. (APPROXIMATE.)

	No. of persons em- ployed.	Average sal- ary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	12	\$1,775 00	\$21,300 00
Clerks in general offices and divi- sion superintendents' offices.....	119	724 83	86,254 77
Agents and clerks at all stations, in- cluding operators.....	291	616 20	179,314 20
Master and skilled mechanics	355 ¹ / ₁₀	758 40	269,295 27
Helpers in shops	187	434 40	81,232 80
Conductors	140	880 80	123,312 00
Engineers	175	938 40	164,220 00
Firemen and wipers and dispatch'rs.	255	426 40	108,732 00
Brakemen and baggagemen	283	570 00	161,310 00
Flagmen, switchtenders, gatekeep- ers and watchmen	47	420 00	19,740 00
Section foremen	143	540 00	77,220 00
Section laborers	1,310	440 20	576,662 00
All other employes	465	535 91	249,100 12
Yardmasters, switchmen and la- borers at stations	204	640 00	130,560 00

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1893.

Assets.	Dollars.		LIABILITIES.	Dollars.	
		Cts.			Cts.
Cost of road and equipment.....	\$44,051,512	99	Common stock.....	\$18,573,233	33
Stocks and bonds on hand.....	2,420,231	67	Preferred stock.....	10,759,933	33
Material and supplies.....	635,625	60	Funded debt.....	19,546,675	00
Excess of cash and cash assets over amount of current liabilities.....	2,176,979	13	Profit and loss (surplus).....	654,497	73
	\$49,534,339	39		\$49,534,339	39

NOTE.—Balance sheet should be as complete in particulars of assets and liabilities as possible; as full as though made as an exhibit for examination by stockholders.—*Commissioner.*

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

CHARACTERISTICS OF ROAD.
(ROADS OWNED.)

FROM.	TO.	STATE.					Total Miles.
		Wisconsin Miles.	Nebraska Miles.	Iowa Miles.	Minnesota Miles.	Dakota Miles.	
Elroy	St. Paul.....	177.70	.....	.....	19.90	.....	197.60
Stillwater Junction	Stillwater .....	.....	.....	.....	3.80	.....	3.80
Stillwater	St. Croix Bridge.....	.....	.....	.....	4.39	.....	4.39
Nor. Wis. Junction	Cable	120.00	.....	.....	.....	.....	120.00
Hudson	River Falls.....	12.21	.....	.....	.....	.....	12.21
St. Paul.....	Le Mars and Track in Sioux City.....	.....	.....	58.48	187.52	.....	246.00
Lake Crystal	Elmore .....	.....	.....	.....	44.00	.....	44.00
Heron Lake	Woodstock .....	.....	.....	.....	44.00	.....	44.00
Sioux Falls Junction	Salem .....	.....	.....	.....	42.53	55.47	98.00
Luverne	Doon.....	.....	.....	17.44	10.56	.....	28.00
Covington.....	Omaha.....	.....	125.50	.....	.....	.....	125.50
Coburn Junction	Ponca.....	.....	15.82	.....	.....	.....	15.82
Emerson	Norfolk ..	.....	46.40	.....	.....	.....	46.40
Missouri River Transfer.....	.....	.....	1.31	.94	.....	.....	2.25
Merrillan	Neillsville.....	14.00	.....	.....	.....	.....	14.00
Length of single track owned		323.91	189.03	76.86	356.70	55.47	1,001.97
Second track, none .....		.....	.....	.....	.....	.....	.....
Total miles of single and second track owned		323.91	189.03	76.86	356.70	55.47	1,001.97
Sidings.....		30.90	8.81	14.84	49.83	2.73	107.11
Total miles of track owned, including second track and sidings..		354.81	197.84	91.70	406.53	58.20	1,109.09

¹ Meaning a double line of track, independent of sidings.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

CHARACTERISTICS OF ROADS — continued.

(PROPRIETARY AND LEASED LINES.)

FROM.	TO.	STATES.					Total Miles.
		Wiscon- sin. Miles.	Nebras- ka. Miles.	Iowa. Miles.	Minne- sota. Miles.	Dakota. Miles.	
Eau Claire	Lumber Mills	2.74	.....	.....	.....	.....	2.74
Menomone Junction	Menomone City	3.01	.....	.....	.....	.....	3.01
		5.75	.....	.....	.....	.....	5.75
LEASED LINES.							
Le Mars	Sioux City .....	.....	.....	24.00	.....	.....	24.00
St. Paul	Minneapolis .....	.....	.....	.....	9.90	.....	9.90
Total of leased lines .....		.....	.....	24.00	9.90	.....	33.90
RECAPITULATION.							
Total of lines owned brought forward — No. 1		323.91	189.03	76.86	356.73	55.47	1,001.97
Total of proprietary lines — No. 3		5.75	.....	.....	.....	.....	5.75
Total of leased lines — No. 4 .....		.....	.....	24.00	9.90	.....	33.90
Total trackage of all lines operated		329.66	189.03	100.86	366.60	55.47	1,041.63

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

SIDINGS.								
Mileage of sidings belonging to road owned — No. 2	80.90	8.81	14.84	49.83	2.73	107.11		
Mileage of siding belonging to proprietary lines								
Mileage of sidings belonging to leased lines								
Total mileage of sidings.....	80.90	8.81	14.84	49.83	2.73	107.11		
Number of junction stations in Wisconsin								5
What is the gauge of your lines? Four feet eight and a half inches.								
Road built and completed during year:								
25 miles from Hartford, D. T., to Salem, D. T.								
46.4 miles from Emerson to Norfolk.								

^a The Menomonee Railway was operated by the C. St. Paul M. & O. Ry. Co. during the year ending June 30, 1892; from and after that date it will be run by the Company owning it.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

MILEAGE TRAFFIC, ETC.

TRAIN MILEAGE.	In Wisconsin.	Whole line.
1. Number miles run by passenger trains	360,374	858,635
2. Number miles run by freight and mixed trains.....	868,760	2,029,097
3. Number miles run by wood, gravel and construction trains.....	303,427	716,883
4. Mileage of switching trains.....	257,770	750,743
5. Total mileage.....	1,790,331	4,355,358
PASSENGER TRAFFIC.		
6. Total number of passengers carried...	<i>Approximate.</i> 390,040	737,260
7. Number of passengers carried one mile (eastward)	11,320,233	22,164,841
8. Number of passengers carried one mile (westward).....	12,081,391	23,648,495
9. Total number of passengers carried one mile	23,401,624	45,813,336
10. Rate per passenger per mile	2.63 cts.	2.60 cts.
11. Average distance traveled by each passenger.....	60	62.14 miles.
TONNAGE OF FREIGHTS CARRIED (approximate)		
	<i>Tons.</i>	<i>Tons.</i>
1. Grain	113,809	199,701
2. Flour	123,159	216,107
3. Provisions.....	3,967	6,961
4. Salt, cement, water lime and stucco...	7,178	12,595
5. Manufactures, including agricultural implements, furniture and wagons ..	12,089	21,213
6. Live stock.....	18,795	32,980
7. Lumber and forest products	286,175	502,151
8. Iron, lead and mineral products	26,729	46,901
9. Stone, brick, lime, sand, etc.....	21,034	36,791
10. Coal	31,356	55,020
11. Merchandise and other articles.....	180,431	228,867
12. All other freights not above enumerated	20,404	35,798
13. Companies' material.....	149,400	262,179
14. Total freight in tons	944,526	1,657,264
15. Number of tons of freight carried one mile	109,763,390	229,351,672
16. Number of tons of freight carried (eastward).....	329,472	578,216
17. Number of tons of freight carried (westward).....	615,054	1,079,048
18. Average rate per ton per mile on all freights carried.....	1.41 cts.	1.4032 cts.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

MILEAGE TRAFFIC, ETC.—continued.

MILEAGE EARNINGS FOR THE YEAR.	In Wisconsin.	Whole line.
1. Earnings per mile of road on freight..	\$4,694 72	\$3,202 84
2. Earnings per mile of road on passengers	1,867 27	1,184 03
3. Earnings per mile of road on mails, express and all other sources.....	192 52	158 27
4. Total earnings, per mile.....	\$6,754 51	\$4,545 14
5. Net earnings per mile (Wisconsin approximate).....	\$2,697 05	\$1,862 48
6. Earnings per train mile run, on freight (see page 6, freight earnings per freight train mile)	1.2490	1.1144
7. Earnings per train mile run, on passengers (see page 6, passenger earnings per passenger train mile .....	.4968	.4120
8. Earnings per train mile run, on mail, express and all other sources.....	.0512	.0551
9. Total earnings, per train mile ...	\$1.7969	\$1.5815
10. Net earnings per mile (Wisconsin approximate).....	.7276	.6481
11. Of the earnings of the entire line what is the ratio of the passengers to the freight? Answer: On the whole line as 1 to 2.7; in Wisconsin as 1 to 2.51		
12. What is the passenger rate per mile? (Wisconsin approximate).....	2.63 cts.	2.60 cts.
13. Number of passengers carried one mile (Wisconsin approximate).....	23,401,624	45,813,336
14. Average number of miles of operated road upon which above estimates are based	329.66	1,004.82

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

MISCELLANEOUS OPERATING EXPENSES.

	In Wisconsin.	Whole line.
1. Average operating expenses per mile of road	\$4,057.46	\$2,682.66
2. Average operating expenses per train mile	1.1297	.9334
3. Cost of maintaining track and bridges per mile	596.99	37.376
4. Cost of repairs of engines per mile run. 4,355,358 miles .....	.04663	.04663
5. Cost of engineers and firemen per mile run .....	.06016	.06016
6. Cost of oil and waste per mile run. Included in repairs, about 0.45 cents.		
7. Cost of fuel per mile run. 4,355,358 miles .....	.12744	.12744

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

	In Wisconsin.	Whole line.
Gross earnings and receipts from lands and elevators	\$3,127,423 78	\$5,471,589 41
Deduct operating expenses and taxes, (Wisconsin approximate)	1,388,557 90	2,846,752 80
Leaving net earnings	\$1,738,865 88	\$2,624,836 61
Amount of rentals paid		\$28,655 44
Amount of interest paid, less amount received		895,059 29
Total of rentals and interest		\$923,714 73
Balance		1,701,121 88
Dividends paid, viz.:—		
On preferred stock, — percent		\$737,100 50
On common stock, — per cent		
Total of dividends		\$737,100 50
Leaving surplus		964,021 38
Miles of road operated upon which above estimates are based. Average for year .	329.66	1,004.82

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....		131	131
Number of passenger cars		56	56
Number of baggage, mail and express cars.....		29	29
Number of parlor or sleeping cars.....		3	3
Number of freight cars (basis of eight wheels.).....	470	3,892	4,362
Number of other cars.....		87	87

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service?

About \$78.25 per mile per annum on main line, and about \$42.75 per mile per annum on branches.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company. Business done on tariff rates and handled by the Express Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

The cars of all transportation companies are allowed to run over the road. This company pays the usual mileage $\frac{3}{4}$ cent per mile for same. No preference is given to cars or freight of any company.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars of the Pullman Palace Car Company are run on this line. A charge of about \$1.00 for distance on this line is made for each double berth in addition to regular fare, on line east of St. Paul and about 1.50 west of St. Paul. This company pays three cents per mile for use of sleepers the revenue aside from regular passenger fare goes to the Sleeping Car Company.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
Only those granted by chapter 10 of the laws of Wisconsin for the year 1882. This company has also acquired, since last report, portion of railway of the Chippewa Falls and Northern Railway Company from Chippewa Falls to Bloomer, authorized by chapter 268 of the laws of Wisconsin for 1882.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
No.
7. Have you acquired any lines in or out of this state by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
See tariff. No.
12. Have you made any reduction in such rates, from any station, since the date of last report?
If you answer either of questions 11 or 12 in the affirmative, annex to your reply schedules, naming the stations, with the distance and rates in force at date of last report, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
See tariff. No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
The use of intoxicating liquors involves instant dismissal.

LANDS RECEIVED AND SOLD, ETC.¹

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
West Wisconsin land grant. No.
North Wisconsin land grant. No.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
West Wisconsin land grant. No.
North Wisconsin land grant. The company has received patent from the state during the year 106,578.40 acres.

¹ Companies not having received grants, need not fill blank, under this head.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

3. What number of acres sold and conveyed since date of your last report?
West Wisconsin land grant, 13,869.52 acres.
North Wisconsin land grant, 31,985.89 acres.
4. Average price per acre realized?
West Wisconsin land grant, \$3 26.
North Wisconsin land grant, \$6 39.
5. No of acres now held by company?
West Wisconsin land grant 376,704.38 acres.
North Wisconsin land grant, 260,394.83 acres.
6. Average price asked for lands now held by company?
West Wisconsin land grant, not estimated.
North Wisconsin land grant, \$2 50 for agricultural land; no estimate for timber land.
7. Amount of land sold, but not conveyed, under contracts now in force?
West Wisconsin land grant, 53,749.74 acres.
North Wisconsin land grant, 26,606.34 acres.
8. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed since date of last report?
West Wisconsin land grant, \$43,462 56.
North Wisconsin land grant, \$154,508 97.
9. Whole amount of cash received, principal and interest, on outstanding contracts in force since date of last report?
West Wisconsin land grant, \$143,022 29.
North Wisconsin land grant, \$226,416 03.
10. What amount of cash received, principal and interest, on contracts forfeited, since date of last report?
West Wisconsin Land Grant. None.
North Wisconsin Land Grant. None.
11. Whole amount of cash received for stumpage, trespass, etc., since date of last report?
West Wisconsin Land Grant, \$9,057 07.
North Wisconsin Land Grant, 2,289 02.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
West Wisconsin Land Grant, \$186,484 05.
North Wisconsin Land Grant, \$390,758 52.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
West Wisconsin Land Grant, \$450,170 84.
North Wisconsin Land Grant, \$989,275 11.
14. What is the amount now due the company on lands sold, or contracted to be sold?
West Wisconsin Land Grant, \$406,012 75.
North Wisconsin Land Grant, \$702,081 20.

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No. None.
2. Of the above accidents, those numbered as follows were caused by IN ATTENTION OF EMPLOYEES: (fellow employees) 25 and 27
Total No. 2
3. Of the above accidents, those numbered as follows were caused by COLLISIONS, not properly coming under 2: 20 (35, 36, 37, 38, 39 are one accident)
Total No. 6
4. Of the above accidents, those numbered as follows were caused by explosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives:
\$215 00

NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle.....	103	\$1,479 15
2. Horses.....	11	695 00
3. Mules.....	1	.....
4. Sheep.....	3	.....
5. Hogs.....	2	.....
6. Total	120	\$2,174 15

7. Amount claimed yet unsettled, or in litigation:

All legal claims presented promptly adjusted. No litigation pending.

STATE OF MINNESOTA) ss.

County of Ramsey,)

Chas. F. Hatch, General Superintendent, and H. A. Gray, Auditor, of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed in duplicate),

[L. S.]

CHAS. F. HATCH,
H. A. GRAY.

Subscribed and sworn to before me, a notary public, this twenty-second day of September, A. D. 1882.

[L. S.]

GEO. A. HAMILTON,
Notary Public, Ramsey Co., State of Minnesota.

Chippewa Falls and Northern Railway Company.

REPORT
OF THE
CHIPPEWA FALLS AND NORTHERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	E. W. Winter	St. Paul, Minn.
Vice-President	John C. Spooner	Hudson, Wis.
Executive Committee.....	{ E. W. Winter	St. Paul, Minn.
	{ John C. Spooner	Hudson, Wis.
	{ C. W. Porter.....	Hudson, Wis.
Secretary and Treasurer.....	C. W. Porter.....	Hudson, Wis.
Auditor	H. A. Gray	St. Paul, Minn.

1. General offices at Hudson, Wisconsin.
2. Designate principal office in Wisconsin as per Section 1750, Revised Statutes. Hudson, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
E. W. Winter.....	St. Paul, Minn.	C. W. Porter	Hudson, Wis.
John C. Spooner..	Hudson, Wis.	C. L. Catlin.....	St. Paul, Minn.
Wm. H. Phipps ..	Hudson, Wis.	.....

EXECUTIVE COMMITTEE.

E. W. Winter, Jno. C. Spooner, C. W. Porter.

3. Date of annual election of Directors, 1st Saturday after the 3d Thursday in May.
4. Name and address of persons to whom correspondence concerning this report should be directed.

H. A. GRAY, Auditor, St. Paul, Minn.

Chippewa Falls and Northern Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter, \$700,000, 7,000 shares, \$100 each.....	7,000 shares.
¹ Proportionate amount of same for Wisconsin.....	All.
How many kinds of stock? One .....	.....
Amount of common stock. Issued June 18, 1881.....	5 shares.
¹ Proportionate amount of same for Wisconsin.....	All.
Total capital stock June 30, 1881	5 shares.
<hr/>	
Rate of preference: None.	
How much common stock has been issued?.....	1,115 shares.
¹ Proportionate amount of same for Wisconsin	All.
For what purpose and what was received therefor? Cash or equivalent	\$86,500 }
Bonds of Bloomer.....	25,000 }
	\$111,500 00
<hr/>	
Total amount of stock now outstanding. Issued 1,120 shares. In escrow 120 shares.....	1,240 shares.
¹ Proportionate amount of same for Wisconsin	All.

¹ Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

RECAPITULATION.

	In Wisconsin.	Whole line.
1. Amount of common stock.....	\$124,000 00	\$124,000 00
2. Amount of preferred stock.....	000,000 00	000,000 00
3. Total of capital stock.....	\$124,000 00	\$124,000 00
4. Total of bonded indebtedness.....	000,000 00	000,000 00
5. Total of unfunded and floating debt.	170,624 63	170,624 63
6. Total of stock and debt	\$294,624 63	\$294,624 63
7. Capital stock per mile of road.....	\$3,841 35	\$3,841 35
8. Bonded indebtedness per mile of road	0,000 00	0,000 00
9. Unfunded and floating debt per mile of road	5,285 76	5,285 76
10. Total of stock and debt per mile..	\$9,127 11	\$9,127 11
11. No. of miles of road on which stock and debt are apportioned		32.28

Chippewa Falls and Northern Railway Company.

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Bills payable (due C., St. P., M. & O. R'y Co)	\$96,296 74
Due C., St. P., M. & O. R'y Co. for advances	34,803 93
Unpaid vouchers for labor and material.....	39,523 96
Total.....	<u>\$170,624 63</u>

QUICK ASSETS.

1. Specify particularly:	
Cash on hand.....	\$1,630 85
Total.....	<u>\$1,630 85</u>

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry.....	\$160,314 23
2. Bridging	75,519 18
3. Superstructure, including rails.....	175,778 97
4. Land, land damages and fences	24,526 28
5. Passenger and freight stations, wood sheds and water stations	2,323 24
6. Engine houses, car sheds and turn-tables	None.
7. Machine shops.....	None.
8. Engineering, agencies, salaries and other expenses during construction	58,362 72
10. Total for construction	<u>\$496,824 62</u>
17. Total expenditures charged to property accounts..	<u>\$496,824 62</u>
18. Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same). Line from Chippewa Falls to Bloomer, about 15 miles, sold to Chicago, St. Paul, Minneapolis and Omaha Railway Company.....	<u>\$222,836 84</u>
19. Net addition to property accounts for the year.....	<u>\$273,993 78</u>

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

5. Total cost of entire line to date, June 30, 1882.....	\$496,824 62
6. Miles of road.....	32.28 miles.
7. Cost of road per mile	15,391 08

Chippewa Falls and Northern Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1893.

ASSETS.		Dollars.	Cts.	LIABILITIES.		Dollars.	Cts.
Cost of road	\$496,824 62			Capital stock		\$124,000 00	
Less cost of line from Chippewa Falls				Bills payable		96,296 74	
to Bloomer sold to Chicago, St.				Accounts payable		89,523 96	
Paul, Minneapolis & Omaha Rail-				Due C. St. P., M. & O. Ry Co., for advances ..		34,803 93	
way Co.	223,880 84	\$273,993 78					
Cash on hand		1,630 85					
Town bonds on hand		7,000 00					
Town bonds in Escrow		12,000 00					
		\$294,624 63				\$294,624 63	

NOTE. — Balance sheet should be as complete in particulars of assets and liabilities as possible; as full as though made as an exhibit for examination by stockholders. — *Commissioner.*

Chippewa Falls and Northern Railway Company.

What is the guage of your lines?

4 feet, 8½ inches.

All road built during the year, from Chippewa Falls to Chelek.

DONATIONS AND AID.

2. Amount of city, county, and town aid granted to the company, in exchange for stocks or otherwise? Specify particulars since date of last report, giving particularly the town, village or city, together with the amount.

TOWN, CITY OR COUNTY.	AMOUNT.	
	In Wisconsin.	Whole line.
Town of Bloomer (for stock).....	\$25,000 00	\$25,000 00
Town of Chelek (for stock in escrow)	5,000 00	5,000 00
Town of Stalfold (for stock in escrow)	7,000 00	7,000 00

STATE OF MINNESOTA, } ss.
County of Ramsey. }

E. W. Winter, President, and H. A. Gray, Auditor, of the Chippewa Falls and Northern Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed),

E. W. WINTER,
H. A. GRAY.

[SEAL.]

Subscribed and sworn to before me, a notary public, this 27th day of September, A. D. 1882.

(Signed),

G. A. HAMILTON,
Notary Public.
Ramsey County, Minnesota.

[SEAL.]

Fond du Lac, Amboy & Peoria Railway Company.

REPORT
OF THE
FOND DU LAC, AMBOY & PEORIA RAILWAY CO.,
FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS	NAMES.	ADDRESS.
President and Superintendent..	Alonzo Kinyon	Fond du Lac, Wis.
Asst. Supt., Vice Pres. and Sec'y	Wm. P. Wolf.....	Tipton, Iowa.
Treasurer.....	E. N. Foster	Fond du Lac, Wis.
Solicitor	Geo. P. Knowles	Fond du Lac, Wis.
Auditor	F. W. Froemke	Fond du Lac, Wis.
Asst. G. F. Ag't and G. T. Ag't.	Wm. J. Wright.....	Fond du Lac, Wis.

- General offices at Fond du Lac, Wis.
- Designate principal office in Wisconsin, as per section 1750, Revised Statutes.
Fond du Lac, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
A. Kinyon.....	Fond du Lac.	Peter Heltzel...	Fond du Lac.
W. P. Wolf.....	Tipton, Iowa.	J. A. Barney....	Mayville, Wis.
S. V. Landt.....	Tipton, Iowa.	Alex. McDonald.	Fond du Lac.
Geo. P. Knowles..	Fond du Lac.	M. D. Moore....	Fond du Lac.
E. N. Foster	Fond du Lac.		

EXECUTIVE COMMITTEE.

A. Kinyon, Geo. P. Knowles, E. N. Foster, Alex. McDonald, W. P. Wolf.

- Date of annual election of directors, on the first Tuesday in May each year.
- Name and address of person to whom correspondence concerning this report should be directed. F. W. Froemke, auditor.

Fond du Lac, Amboy & Peoria Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income.	\$45,161 70
2. Operating expenses.....	35,061 28
3. Excess of income over operating expenses.....	<u>\$10,100 42</u>
4. Taxes and state license	\$220 00
5. Rent for depot grounds, general office and some right of way	224 75
6. Interest accrued during the year, viz.:	
On funded debt (on bonds).....	\$6,600 00
On other debt	473 96
	<u>7,073 96</u>
7. Paid for construction, permanent improvements and other property accounts.....	3,774 27
8. Sinking funds.....	<u>.....</u>
9. Total of 4, 5, 6, 7 and 8.....	<u>\$11,292 98</u>
10. Balance for the year, June 30, 1882, being the difference between 3 and 9.....	<u><u>\$1,192 54</u></u>

CAPITAL STOCK.

Capital stock authorized by charter.....	\$1,000,000 00
¹ Proportionate amount of same for Wisconsin.....	All in Wisconsin.
How many kinds of stock at date of last report	One kind (common).
Amount of common stock at date of last report....	\$125,000 00
¹ Proportionate amount of same for Wisconsin	All in Wisconsin.
Total capital stock at date of last report.....	<u>\$125,000 00</u>
How much common stock has been issued since date of last report?	None.
Total amount of stock now outstanding.....	<u><u>\$125,000 00</u></u>

¹ Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

Fond du Lac, Amboy & Peoria Railway Company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue rate of interest and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First mortgage bonds ...	New York, payable 20 years from date of issue	1879.	Per ct.	
2. Total bonded indebtedness.....		May 1	6	\$120,000 00
				\$120,000 00

8. Proportionate amount of above for Wisconsin. All for Wisconsin. Of this amount the company holds \$10,000 worth of bonds, which have been placed as collateral for a loan of \$6,000.

RECAPITULATION.

1. Amount of common stock	\$125,000 00
3. Total of capital stock	125,000 00
4. Total of bonded indebtedness	110,000 00
6. Total of stock and debt.....	235,000 00
7. Capital stock per mile of road....	4,166 66
8. Bonded indebtedness per mile of road.....	3,666 66
10. Total of stock and debt per mile	\$7,833 32
11. Number of miles of road on which stock and debt are apportioned (30 miles)	

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:	
Bills Payable.....	\$5,000 00
Due on Pay Roll.....	2,212 01
Due other companies	10,344 77
Due sundry individuals	5,963 09
Total.....	\$23,519 87

Fond du Lac, Amboy & Peoria Railway Company.

QUICK ASSETS.

1. Specify particularly:	
Real Estate account.....	\$6,800 00
First Mortgage Bonds unsold.....	10,000 00
Cash in Treasury ..	3,115 72
Due from other companies and Agents Balances..	173 81
Stock of Material and Fuel on hand	1,484 80
Due from U. S. Mail Department	313 43
Due from sundry individuals.....	474 40
Total.....	<u>\$22,363 15</u>

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	\$7,014 23
2. Earnings from through passengers.....	1,002 03
3. Earnings from express and baggage.....	755 61
4. Earnings from mails.....	1,163 69
5. Earnings from other sources passenger department...	174 54
6. Total earnings, passenger dep't.....	<u>10,109 09</u>
7. Earnings from local freight	9,284 42
8. Earnings from through freight	25,768 19
9. Earnings from all other sources freight department....	<u>.....</u>
10. Total earnings freight department.....	35,052 61
11. Total transportation earnings	<u>45,161 70</u>
14. Total income from all sources.....	<u>45,161 70</u>
15. Earnings per mile of road operated (30 miles)	\$1,505 39
16. Earnings per train mile run from all trains earning revenue	99 ⁷³ / ₁₀₀
17. Earnings from passenger trains per train mile run.....	22 ³³ / ₁₀₀
18. Earnings from freight trains per train mile run	77 ³⁶ / ₁₀₀
19. Number of miles of road operated (question 15) 30 miles	<u>.....</u>
20. Number train miles run by all trains earning revenue (question 16).....	45,260
21. Number train miles run by mixed trains (question 17) }	45,260
22. Number train miles run by freight trains (question 18) }	

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$5,619 96
2. Legal expenses	386 86
3. Insurance.....	136 56
4. Stationery and printing... ..	251 57
6. Contingencies and miscellaneous.....	514 17
7. Repairs of bridges (including culverts and cattle guards)	350 00
8. Repairs of buildings.....	111 36
9. Repairs of tools and machinery.....	350 00
9½. Shop expenses ..	708 28
10. Repairs of fences, road-crossings and signs.....	275 00
11. Renewal of rails for new side track, etc. [No. tons laid.]	
17, \$901 00. Charged to Construction Account.	

Fond du Lac, Amboy & Peoria Railway Company.

12. Renewal of ties. [No. laid, 6,499].....	\$ 1,699 98
13. Repairs of road-bed and track.....	3,874 08
14. Repairs of locomotives	3,333 96
15. Fuel for locomotives	4,835 75
17. Oil and waste for engines, cars and coaches	555 52
18. Locomotive service, salaries and wages.....	3,241 32
19. Repairs of passenger cars and freight cars.....	1,160 23
20. Mixed train service, salaries and wages.....	2,757 64
25. Train and station supplies	683 37
27. Telegraph expenses.....	98 05
28. Loss and damage, freight and baggage.....	125 56
29. Loss and damage, property and cattle... ..	58 99
30. Personal injuries.....	401 79
31. Agents and station service, salaries and wages	3,531 28
33. Total operating expenses.....	\$35,061 28
34. Taxes and license	220 00
35. Total operating expenses and taxes.....	\$35,281 28
36. Percentage of operating expenses to earnings.....	77 $\frac{63}{100}$ per cent
37. Percentage of operating expenses and taxes to earnings	78 $\frac{12}{100}$ per cent.

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1882.

MONTHS.	Passeng' rs.	Freight.	Mails, express and all other sources.	Total.
1881.				
July	\$778 92	\$2,762 01	\$151 66	\$3,692 59
August	649 25	2,970 98	173 07	3,793 30
September ..	1,153 63	4,261 85	163 41	5,578 89
October	465 98	3,577 63	166 88	4,210 49
November	694 33	3,353 33	193 22	4,240 88
December.....	722 11	3,475 74	198 91	4,396 76
1882.				
January	484 65	2,164 13	169 01	2,817 79
February	465 93	2,307 80	163 18	2,936 91
March	591 73	2,749 39	196 59	3,537 71
April	560 00	1,972 35	179 05	2,711 40
May	523 32	2,598 58	159 04	3,280 94
June.....	926 40	2,858 82	178 82	3,964 04
Totals	\$8,016 25	\$35,052 61	\$2,092 84	\$45,161 70

Fond du Lac, Amboy & Peoria Railway Company.

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rent.	Interest.	Divi- dends.	Total.
1881.						
July.....	\$2,665 72		\$50 00	\$2,070 00	No dividends paid. Paid for construction and other property accounts, as below.	
August.....	2,438 47			1,306 00		
September.....	2,708 47	\$145 00				
October.....	4,016 23			27 00		
November.....	3,034 16					
December.....	3,192 77			212 98		
1882.						
January.....	2,640 84		36 00	3,110 00	No dividends paid. Paid for construction and other property accounts, as below.	
February.....	2,637 25			45 00		
March.....	2,835 18	75 00	51 75			
April.....	3,348 40		9 00	98 98		
May.....	2,757 95		78 00			
June.....	2,785 83			90 00		
Totals.....	\$35,061 28	\$220 00	\$224 75	\$6,959 96	\$3,774 96	\$46,240 26

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

3. Superstructure, including rails.....	\$1,051 05
4. Land, land damages and fences.....	1,432 89
5. Passenger and freight stations, wood sheds and water stations.....	109 80
10. Total for construction.....	\$2,593 74
16. Other expenditures charged to property account (specifying same).	
On old construction account (old claims).....	\$500 00
On real estate account.....	680 53
17. Total expenditures charged to construction and property accounts.....	3,774 27
19. Net addition to property account for the year.....	\$3,774 27

Fond du Lac, Amboy & Peoria Railway Company.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

1. Cost of line June 30, 1881.....	\$248,365 10
2. Paid for construction during the year, as per construction account on page 10.....	3,774 27
4. Total expended for construction and equipment during the year ending June 30, 1882	3,774 27
5. Total cost of entire line to date, June 30, 1882	<u>\$252,139 37</u>
6. Miles of road	30 miles.
7. Cost of road per mile	<u><u>\$8,404 64</u></u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents.....	2	\$1,500 00	\$3,000 00
Treasurer, auditor and general ticket agent.....	3	873 33	2,619 96
Clerks in general offices, none.			
Agents and clerks at all stations.....	7	504 47	3,531 28
Master and skilled mechanics	2	750 00	1,500 00
Helpers in shops	3	480 00	1,440 00
Conductors	2	720 00	1,440 00
Engineers	2	720 00	1,440 00
Firemen and wipers... ..	4	450 00	1,800 00
Brakemen	3	440 00	1,320 00
Section foremen	1	540 00	540 00
Section laborers	14 }	429 53	8,161 11
All other employes.....	5 }		
Total			<u>\$26,792 85</u>

Fond du Lac, Amboy & Peoria Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1892.

Assets.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Value of road.....	\$252,139 37	Capital stock	\$125,000 00
Real estate.....	6,800 00	Bonds payable	110,000 00
Old organization account.....	5,250 00	Bills payable.....	5,000 00
Unsold mortgage bonds	10,000 00	Income account.....	21,687 58
Stock of material	1,484 80	Due other companies.....	10,844 77
Treasurer's account	3,115 72	Due on salaries and pay roll	2,212 01
Due from other companies and agents' balances	487 23	Current balances.....	5,509 27
Current balances.....	476 51		
	\$279,753 63		\$279,753 63

Note.—Balance sheet should be as complete in particulars of assets and liabilities as possible; as full as though made as an exhibit for examination by stockholders.—*Commissioner.*

Fond du Lac, Amboy & Peoria Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

	Wisconsin, miles.
1. Main line, from Fond du Lac to Iron Ridge Junction.....	30
Length of single track owned	30
2. Sidings	1½
Total miles of track owned, including second track and sidings..	31½
Number of junction stations	1
What is the gauge of your line?	3 feet

MILEAGE TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains	} Mixed trains.	45,260
2. Number miles run by freight and mixed trains		
3. Number miles run by wood, gravel and construction trains.....		
4. Mileage of switching trains.....		280
5. Total mileage		45,540

PASSENGER TRAFFIC.

6. Total number of passengers carried	18,935
7. Number of passengers carried one mile (south)	120,523
8. Number of passengers carried one mile (north)	126,282
9. Total number of passengers carried one mile	246,805
10. Rate per passenger per mile.....	3 $\frac{2}{100}$ cts
11. Average distance traveled by each passenger.....	13 miles

¹ TONNAGE OF FREIGHTS CARRIED.

13. Total freight in tons.....	46,542 tons
--------------------------------	-------------

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	734,967
16. Number of tons of freight carried (south).....	23,569
17. Number of tons of freight carried (north)....	23,973
18. Average rate per ton per mile on all freights carried.....	4 $\frac{7}{100}$ cts

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,168 42
2. Earnings per mile of road on passengers.....	267 21
3. Earnings per mile of road on mails, express and all other sources.....	69 76
4. Total earnings, per mile	\$1,505 39

¹ Great care should be taken in giving tonnage of freight, for purposes of tabulation.

Fond du Lac, Amboy & Peoria Railway Company.

5. Net earnings per mile.....	\$336 68
6. Earnings per train mile run, on freight	77 ⁴⁴ / ₁₀₀ cts
7. Earnings per train mile run, on passengers	17 ⁷¹ / ₁₀₀ cts
8. Earnings per train mile run, on mail, express and all other sources	4 ⁶³ / ₁₀₀ cts
9. Total earnings, per train mile.....	<u>99⁷⁸/₁₀₀ cts</u>
10. Net earnings per mile	<u>22³¹/₁₀₀ cts</u>
11. Of the earnings of the entire line what is the ratio of the passengers to the freight?	
Answer: On whole line as 2 to 9.	
12. What is the passenger rate per mile.....	8 ³⁴ / ₁₀₀ cts
13. Number of passengers carried one mile.....	246,805
14. Number of miles of operated road upon which above estimates are based.....	30 miles

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road	\$1,168.71
2. Average operating expenses per train mile.....	.7746
3. Cost of maintaining track and bridges per mile	197.4686
4. Cost of repairs of engines per mile run ...	.0736
5. Cost of engineers and firemen per mile run .....	.0716
6. Cost of oil and waste per mile run.....	.0122
7. Cost of fuel per mile run.....	<u>.1008</u>

¹ EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

Gross earnings	\$45,161 70
Deduct operating expenses and taxes	<u>35,281 28</u>
Leaving net earnings ...	<u>\$9,880 42</u>
Amount of rent paid.....	\$224 75
Amount of interest paid —	
Balance, 1881.....	\$3,300 00
Part interest, 1882.....	<u>3,659 96</u>
Total of rentals and interest	7,184 71
Balance.....	<u>2,695 71</u>
No dividends paid.	
Paid for construction and permanent improvements	\$2,593 74
Paid on real estate account	680 53
Old organization claims	<u>500 00</u>
Total of construction and property accounts	\$3,774 27
Leaving deficit	<u>1,078 56</u>

Miles of road operated upon which above estimates are based. 30 miles.

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

Fond du Lac, Amboy & Peoria Railway Company.

EQUIPMENT.

Number of locomotives.. .. .	2
Number of passenger cars	1
Number of baggage, mail and express cars.	1
Number of parlor or sleeping cars. None.	
Number of freight cars (basis of 8 wheels)	32
Number of other cars	8

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$1,253.84 per year in quarterly payments.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company. We take their freight at our depot.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
No.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

Not any.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?

None.

7. Have you acquired any lines in or out of this state by purchase, lease, consolidation or otherwise since your last report? If yes, you will please furnish this office a copy of the lease.

No.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?

No.

Fond du Lac, Amboy & Peoria Railway Company.

9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
We are in joint freight and passenger account with the C. M. & St. P. Ry. Co. No changes have been made since the date of our last report.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No.
12. Have you made any reduction in such rates, from any station, since the date of last report?
No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, *and is it enforced?*
Drunkenness on duty will be considered sufficient cause for instant dismissal; this is enforced.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

Jul. Oestereich was injured in 1880, and the case was reported as unsettled in our last report. He died afterwards, and the doctor bills and funeral expenses were paid, amounting to, up to date	\$284 29
Otto Manteufel, an employe, by his own misconduct or want of caution, broke his leg when on duty, in slipping on the track in October, 1881. Damages paid	110 00
J. C. Bishop was injured, by his own misconduct or want of caution. Damages paid	7 50
Total damages paid	\$401 79

NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	2	\$38 00
4. Sheep	1	4 50
6. Total	3	\$42 50

Fond du Lac, Amboy & Peoria Railway Company.

STATE OF WISCONSIN, }
County of Fond du Lac, } ss.

Alonzo Kinyon, President and Superintendent, and F. W. Frœmke, Auditor, of the Fond du Lac, Amboy & Peoria Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1882, to the best of their knowledge and belief.

Signed,

ALONZO KINYON,

F. W. FRÆMKE.

[SEAL]

Subscribed and sworn to, before me, this 5th day of September, A. D. 1882.

GEO. E. SUTHERLAND,

[SEAL]

Notary Public, Fond du Lac County, Wis.

Green Bay & Minnesota Railroad Company.

REPORT

OF THE

GREEN BAY & MINNESOTA RAILROAD COMPANY.

FROM JUNE 30TH TO OCTOBER 14TH, 1881.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
Receiver and General Manager	Timothy Case	Green Bay.
President	E. F. Hatfield, Jr.	New York.
Secretary	N. W. H. Hicks	New York.

ORGANIZATION UNDER THE RECEIVER.

Counsel and assistant to Receiver..	Theo. G. Case	Green Bay.
Cashier	W. R. Hancock	Green Bay.
General Freight Agent	E. C. Case	Green Bay.
General Passenger agent	Munson T. Case	Green Bay.
Auditor	Jas. S. Mott	Green Bay.

1. General offices at Green Bay, Wis.
2. Designate principal office in Wisconsin as per section 1750, Revised statutes.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
Wm. E. Dodge ...	New York City.	Benj. G. Clark...	Jersey City, N. J.
James Taylor....	New York City.	E. F. Hatfield, Jr.	New York City.
Wm. Sloan	New York City.	W. J. Abrams....	Green Bay, Wis.
Wm. I. Blair	Blairstown, N. J.	R. B. Kellogg....	Green Bay, Wis.
Wm. R. Pyne....	New York City.		

EXECUTIVE COMMITTEE.

Board of Directors, are Executive Committee.

Date of Annual Election of Directors, first Monday in April.

Name and address of person to whom correspondence concerning this Report should be directed.

TIMOTHY CASE, Receiver, Green Bay, Wis.

Green Bay & Minnesota Railroad Company.

(GENERAL EXHIBIT JULY, 1, 1881, TO OCTOBER, 14, 1881.

1. Total income.....	\$124,683 05
2. Operating expenses.....	102,803 02
3. Excess of income over operating expenses.....	21,880 03
4. Taxes.....	856 47
5. Rentals, (specifying amount to each company— C. & N. W. R'y Co.....	9,503 95
6. Total of 4 and 5.....	10,360 42
7. Balance June 30, 1881, to October 14, 1881, being the difference between 3 and 9.....	11,519 61

CAPITAL STOCK.

Capital stock authorized by charter	\$3,000,000 00
¹ Proportionate amount of same for Wisconsin	All.
How many kinds of stock at date of last report?.....	One.
Amount of common stock at date of last report.....	7,995,900 00
Total amount of stock now outstanding	<u>\$7,995,900 00</u>

¹ NOTE — Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest and where and when payable.

Name of bonds.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
First Mortgage.	New York, August 1, 1890.....	Aug. 1, 1870	7 per cent. gold ...	\$3,200,000 00
Second mortgage	New York, November 1, 1893..	Sep. 1, 1873	8 per cent. currency.	779,860 00
Total bonded indebtedness ..				<u>\$3,979,860 00</u>

RECAPITULATION.

3. Total of capital stock.....	\$7,995,900 00
4. Total of bonded indebtedness ..	3,979,860 00
6. Total of stock and debt	<u>\$11,975,760 00</u>
7. Capital stock per mile of road.....	\$36,544 33
8. Bonded indebtedness per mile of road.....	18,189 47
10. Total of stock and debt per mile.....	<u>\$54,733 80</u>
11. Number of miles of road on which stock and debt are apportioned.....	<u>218 8-10</u>

Green Bay & Minnesota Railroad Company.

ANALYSIS OF EARNINGS, JULY 1, 1881, TO OCTOBER 14, 1881.

1. Earnings from local passengers	\$23,097 13
2. Earnings from through passengers	7,761 76
3. Earnings from express and baggage	887 09
4. Earnings from mails	2,866 60
5. Earnings from other sources passenger department.....	300 00
6. Total earnings passenger department.....	<u>\$34,912 58</u>
7. Earnings from local freight	\$85,968 87
8. Earnings from through freight.....	
9. Earnings from all other sources freight department.....	674 72
10. Total earnings, freight department	<u>\$86,643 59</u>
11. Total transportation earnings	<u>\$121,556 17</u>
13. Income from all other sources ¹ (specifying same)	\$3,126 88
¹ This should include "credit balances" of car mileage account.	
14. Total income from all other sources.....	<u>\$124,683 05</u>
15. Earnings per mile of road operated, July 1, to October 14, 1881.....	\$505 61
16. Earnings per train mile run from all trains earning revenue.....	1 12
17. Earnings from passenger trains per train mile run.....	77.4
18. Earnings from freight trains per train mile run	1 41.4
19. Number of miles of road operated (question 15).....	246.6
20. Number train miles run by all trains earning revenue (question 16).....	110,783
21. Number train miles run by passenger trains (question 17)	45,081
22. Number train miles run by freight trains (question 18)...	<u>61,233</u>

ANALYSIS OF EXPENSES, JULY 1, 1881 TO OCTOBER 14, 1881.

1. Salaries of general officers and clerks.....	4,038 13
2. Legal expenses.....	878 98
3. Insurance	709 03
4. Stationery and printing.....	577 04
5. Outside agencies and advertising	596 26
6. Contingencies and miscellaneous.....	3,427 18
7. Repairs of bridges (including culverts and cattle guards)	9,965 43
8. Repairs of buildings	1,077 76
9. Repairs of tools and machinery	2,142 32
10. Repairs of fences, road-crossings and signs included in Track .....	.....
11. Renewal of rails \$5,237.62 less old Iron Rails \$4,052.39 (No. tons laid 90).....	1,185 23
12. Renewal of ties	9,971 35
(No. laid 49,800)	
13. Repairs of road-bed and track	17,445 49
14. Repairs of locomotives.....	4,840 56
15. Fuel for locomotives	<u>11,340 16</u>

Green Bay & Minnesota Railroad Company.

16. Water supply	\$956 85
17. Oil and waste	1,758 53
18. Locomotive service, salaries and wages	7,174 05
19. Repairs of passenger cars and freight cars	5,502 09
20. Passenger train service, salaries and wages and freight train service	6,046 98
26. Mileage freight cars, debit balances	892 76
28. Loss and damage, freight and baggage	4,118 28
29. Loss and damage, property and cattle	226 91
30. Personal injuries	300 25
31. Agents and station service, salaries and wages	6,939 39
32. Station supplies	192 01
33. Total operating expenses	\$102,803 02
34. Taxes	856 47
35. Total operating expenses and taxes	\$103,659 49
36. Percentage of operating expenses to earnings .....	.907
37. Percentage of operating expenses and taxes to earnings .....	.908

MONTHLY EARNINGS FROM ALL SOURCES, FROM JUNE 30, TO
OCTOBER 14, 1881.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July	\$8,418 62	\$25,195 98	\$978 74	\$34,593 34
August	7,554 10	26,552 08	742 58	34,848 76
September	9,402 65	24,862 21	5,071 13	39,335 99
October	5,483 52	9,353 60	1,062 84	15,904 96
Totals	\$30,858 89	\$85,968 87	\$7,855 29	\$124,683 05

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Total.
1881.				
July	\$30,734 68	.....	\$2,033 11	\$32,767 79
August	26,055 02	\$856 47	2,526 55	29,438 04
September	28,736 95	.....	2,039 46	30,776 41
October	17,276 37	.....	2,904 83	20,181 20
Totals	\$102,803 02	\$856 47	\$9,503 95	\$113,163 44

Green Bay & Minnesota Railroad Company.

**PROPERTY ACCOUNTS, CHARGES AND CREDITS FROM JULY 1,
TO OCTOBER 14, 1881.**

1. Grading and masonry	\$727 37
2. Bridging	3,150 36
4. Land, land damages and fences.....	1,074 08
5. Passenger and freight stations, wood sheds and water stations.....	2,742 58
6. Engine houses, car sheds and turn-tables }	4,111 91
7. Machine shops	
Miscellaneous	905 00
10. Total for construction	<u>\$12,711 25</u>
14. Freight and other cars, (Number 10)	<u>\$5,283 20</u>
15. Total for equipment	<u>\$5,283 20</u>
17. Total expenditures charged to property accounts.....	<u>\$17,994 45</u>
19. Net addition to property account for the year.....	<u>\$17,994 45</u>

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

1. Cost of line June 30, 1881.....	\$12,480,285 89
2. Paid for construction during the year, as per construc- tion account on page 10.....	12,711 55
3. Paid for equipment during the year, as per equipment account on page 10.....	<u>5,283 20</u>
4. Total expended for construction and equipment from July 1 to October 14, 1881	<u>\$17,994 75</u>
5. Total cost of entire line to date, October 14, 1881 ..	<u>\$12,498,280 64</u>
6. Miles of road	233 ⁸ / ₁₀
7. Cost of road per mile....	<u>\$53,456 00</u>

Green Bay & Minnesota Railroad Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters.	1	\$1,380 00
Clerks in general offices	5	600 00
Agents and clerks at all stations.....	46	456 00
Master and skilled mechanics.....	9	630 00
Helpers in shops.....	25	480 00
Conductors	14	770 00
Engineers.....	14	870 00
Firemen and wipers.....	25	450 00
Brakemen	28	480 00
Flagmen, switchtenders, gatekeepers and watchmen	3	430 00
Section foremen.....	36	480 00
Section laborers.....	112	345 00
All other employes.....	100	375 00

CHARACTERISTICS OF ROAD.
(ROADS OWNED.)

1. Main line:	<i>Miles.</i>
From Green Bay to Marshland ..	209.3
Divisions or branches:	
From Marshland to Eastmoor.....	3.0
From La Crosse to Onalaska	6.5
Length of single track owned	218.8
Total miles of single and second track owned.....	218.8
2. Sidings	15.0
Total miles of track owned, including second track and sidings ..	233.8

(PROPRIETARY AND LEASED LINES.)

4. Leased lines:	<i>Miles.</i>
Trackage over C. & N. W. Ry from Marshland to Onalaska...	23.3
From Marshland to Winona.....	4.6
Total of leased lines.....	27.8

Green Bay & Minnesota Railroad Company.

RECAPITULATION.

Total of lines owned brought forward — No. 1	218.8
Total of leased lines — No. 4	27.8
Total trackage of all lines operated	<u>246.6</u>

SIDINGS.

Mileage of sidings belonging to road owned — No. 2	15
Total mileage of sidings	<u>15</u>
Number of junction stations	<u>6</u>

MILEAGE, TRAFFIC, Etc.

TRAIN MILEAGE.

1. Number miles run by passenger trains, June 30 to October 14, 1881	45,081
2. Number miles run by freight and mixed trains, June 30 to October 14, 1881	61,233
3. Number miles run by wood, gravel and construction trains, June 30 to October 14, 1881	17,848
4. Mileage of switching trains, June 30 to October 14, 1881	4,469
5. Total mileage, June 30 to October 14, 1881	<u>128,631</u>

PASSENGER TRAFFIC.

6. Total number of passengers carried	23,134
7. Number of passengers carried one mile (eastward)	435,304
8. Number of passengers carried one mile (westward)	492,463
9. Total number of passengers carried one mile	927,765
10. Rate per passenger per mile	3 ¹⁰ / ₁₀₀ cents.
11. Average distance traveled by each passenger	<u>40 ¹/₁₀ miles.</u>

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Pounds.
1. Grain	6,445	1,000
2. Flour	226	1,000
3. Provisions	812	1,000
4. Salt, cement, water lime and stucco	206	1,000
5. Manufactures, including agricultural implements, furniture and wagons	1,472	1,000
6. Live stock	129	1,000
7. Lumber and forest products	34,220	.....
8. Iron, lead and mineral products	615	.....
9. Stone, brick, lime, sand, etc.	190	1,000
10. Coal	1,350	.....
11. Merchandise and other articles	1,310	1,000
12. All other freights not above enumerated		
13. Total freight in tons	<u>46,981</u>	

Company.

TO OCTOBER 14, 1881.

.....	5,450,468
..... } No division.	
..... }	
..... carried ...	.0158

INGS.

July 1 to October	348 61
..... July 1 to Octo-	125 14
....., express and all	31 95
..... 1881, 3 $\frac{1}{2}$ months.	505 70

October 14, 1881.....	\$46 71
.....	1 40
..... passengers.....	63 $\frac{1}{10}$
..... mails, express and all	.09 $\frac{6}{10}$

.....	\$3 17 $\frac{8}{10}$
.....	10 $\frac{1}{10}$
..... upon which above esti-	246 $\frac{6}{10}$

EXPENSES JUNE 30, TO OCTOBER 14.

..... per mile of road	\$458 89
..... per train mile	87 $\frac{9}{10}$
..... and bridges per mile.....	111 16
..... per mile run.....	0377
..... per mile run.....	0558
..... mile run.....	012
.....	088

EXPENSE STATEMENT. JULY 1, 1881 TO OCTOBER 14, 1881.

OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

.....	\$124,633 05
..... and taxes	104,659 49
.....	\$20 023 56
.....	\$9 503 95
.....	\$10,519 61

operated upon which above estimates are
 246 6
 When this statement and the General Exhibit is, that the exhibit gives
 accrued," and this gives the amounts "paid."

Green Bay & Minnesota Railroad Company.

EQUIPMENT.

	<i>Leased.</i>
Number of locomotives	19
Number of passenger cars	9
Number of baggage, mail and express cars	4
Number of freight cars (basis of 8 wheels)	499
Number of other cars	20

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service?
\$50 per mile. Service 6 times per week.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freight at the depot or at the office of such express companies?
\$1.16 for 100 lbs. estimated as carried whole length of road.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Yes.

ACCIDENTS.

1. August 8, 1881. Mrs. Lawrence, while walking on the track, one mile east of Seymour, Wis., was killed by being run over by the pay car.

NUMBER AND KIND OF FARM ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR. JULY 1, 1881 TO
OCTOBER 14, 1881.

	Number killed.	Amount paid.
1. Cattle	8	\$180 00
2. Horses	1	
3. Hogs	6	
4. Total	15	\$180 00
7. Amount claimed yet unsettled, or in litigation		\$149 00

Green Bay & Minnesota Railroad Company.

STATE OF WISCONSIN, }
County of Brown, } ss.

Timothy Case, receiver, and William R. Hancock, cashier, of the Green Bay & Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1882, to the best of their knowledge and belief.

Signed,

[L. s.]

TIMOTHY CASE.
W. R. HANCOCK.

Subscribed and sworn to before me, this twenty-fourth day of August, A. D. 1882.

[L. s.]

W. J. ABRAMS, *Notary Public, Brown County, Wis.*

Green Bay, Winona & St. Paul Railroad Company.

REPORT

OF THE

GREEN BAY, WINONA & ST. PAUL RAILROAD CO.,

FROM OCTOBER 15, 1881, TO JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	Samuel Sloan.....	New York City.
Secretary and Treasurer	Theo. Sturges.....	New York City.
Vice President and Gen. Supt.	Timothy Case	Green Bay.
Counsel and Assistant Supt..	Theo. G. Case.....	Green Bay.
General Freight Agent	E. C. Case.....	Green Bay.
General Passenger Agent...	Munson T. Case	Green Bay.
Assistant Secretary.....	W. J. Abrams.....	Green Bay.
Auditor	James S. Mott.....	Green Bay.
Assistant Treasurer.....	W. R. Hancock.....	Green Bay.

1. General offices at Green Bay, Wisconsin.
2. Designate principal office in Wisconsin as per Section 1750, Revised Statutes.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. I. Blair.....	Blairstown, N.J.	Benj. G. Clark.....	New York City.
Samuel Sloan	New York City.	Edwin C. Larned ..	Chicago, Ill.
Theo. Sturges.....	New York City.	W. C. Larned	Chicago, Ill.
Wm. E. Dodge.....	New York City.	W. J. Abrams	Green Bay.
Percy R. Pyne	New York City.	Rufus B. Kellogg..	Green Bay.
E. F. Hatfield, Jr...	New York City.		

EXECUTIVE COMMITTEE.

John I. Blair, Benj. G. Clark, Percy R. Pyne, E. F. Hatfield, Jr.

3. Date of annual election of Directors, 1st Wednesday in June.
4. Name and address of persons to whom correspondence concerning this report should be directed.

TIMOTHY CASE, Green Bay.

Green Bay, Winona & St. Paul Railroad Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income.....	\$284,924 13
2. Operating expenses.....	218,078 31
3. Excess of income over operating expenses.....	<u>\$66,845 82</u>
4. Taxes.....	\$1,735 31
5. Rentals (specifying amount to each company)	15,129 79
Chicago & N. W. R'y.....	\$15,129 79
6. Interest accrued during the year, viz.:.....	96,000 00
9. Total of 4, 5 and ..6.....	<u><u>\$112,865 10</u></u>

CAPITAL STOCK.

Capital stock issued on reorganization.....	\$10,000,000 00
Amount of common stock.....	8,000,000 00
Amount of preferred stock.....	<u>2,000,000 00</u>

Total amount of stock now outstanding..... \$10,000,000 00

Proportionate amount of same for Wisconsin All.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue rate of interest and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount.
			<i>Per ct.</i>	
First mortgage bonds	New York city.	Sep. 1, 1881	6	\$1,600,000
Second mortgage income bonds.....	New York city.	Sep. 1, 1881	8	3,781,000
2. Total bonded indebtedness				<u>\$5,381,000</u>

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt.....	<u><u>\$48,000 00</u></u>
--	---------------------------

RECAPITULATION.

1. Amount of common stock	\$8,000,000 00
2. Amount of preferred stock.....	<u>2,000,000 00</u>
3. Total of capital stock	\$10,000,000 00
4. Total of bonded indebtedness	<u>5,381,000 00</u>
6. Total of stock and debt.....	<u><u>\$15,381,000 00</u></u>

Green Bay, Winona & St. Paul Railroad Company.

7. Capital stock per mile of road.....	\$45,700 00
8. Bonded indebtedness per mile of road.....	24,729 00
9. Unfunded and floating debt per mile of road	219 38
10. Total of stock and debt per mile	<u>\$70,648 38</u>
11. Number of miles of road on which stock and debt are apportioned (218.8 miles).....	.....

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:	
Loan in New York	\$48,000 00

QUICK ASSETS.

1. Specify particularly:	
Cash	\$12,730 77

ANALYSIS OF EARNINGS FROM OCTOBER 14, 1881 TO JUNE 30,
1882.

1. Earnings from local passengers.....	\$66,231 18
2. Earnings from t rough passengers.....	18,657 78
3. Earnings from express and baggage.....	1,804 72
4. Earnings from mails.....	7,373 06
5. Earnings from other sources passenger department...	360 00
6. Total earnings, passenger dep't.....	<u>\$94,426 72</u>
7. Earnings from local freight }	No division
8. Earnings from through freight . }	
9. Earnings from all other sources freight department	3,989 40
10. Total earnings freight department.....	<u>\$190,497 41</u>
11. Total transportation earnings	284,924 13
14. Total income from all sources.....	<u>\$284,924 13</u>
15. Earnings per mile of road operated	\$1,155 41
16. Earnings per train mile run from all trains earning revenue .....	.99
17. Earnings from passenger trains per train mile run.....	78.8
18. Earnings from freight trains per train mile run	118.1
19. Number of miles of road operated (question 15).....	246.8
20. Number train miles run by all trains earning revenue (question 16).....	288,698
21. Number train miles run by passenger trains (question 17)	127,890
22. Number train miles run by freight trains (question 18)...	160,808

Green Bay, Winona & St. Paul Railroad Company.

ANALYSIS OF EXPENSES. OCTOBER 14, 1881, TO JUNE 30, 1882.

1. Salaries of general officers and clerks.....	\$14,269 50
2. Legal expenses.....	3,960 35
3. Insurance.....	2,112 70
4. Stationery and printing.....	3,955 87
5. Outside agencies and advertising.....	1,025 86
6. Contingencies and miscellaneous.....	8,126 07
7. Repairs of bridges (including culverts and cattle guards)	15,310 40
8. Repairs of buildings.....	2,234 91
9. Repairs of tools and machinery.....	4,019 89
10. Repairs of fences, road-crossings and signs.....	192 78
11. Renewal of rails, \$13,000; less old rails sold, \$11,152.89. [No. tons laid, 215]	1,847 01
12. Renewal of ties. [No. laid, 31,781.].....	6,389 66
13. Repairs of road-bed and track.....	42,024 05
14. Repairs of locomotives.....	9,140 57
15. Fuel for locomotives.....	34,731 38
16. Water supply.....	1,618 54
17. Oil and waste.....	3,209 92
18. Locomotive service, salaries and wages.....	15,532 50
19. Repairs of passenger cars.....	3,926 41
20. Passenger train service, salaries and wages.....	5,004 00
23. Repairs of freight cars.....	11,642 49
24. Freight train service, salaries and wages.....	7,852 58
26. Mileage freight cars, debit balances.....	676 14
27. Telegraph expenses.....	640 57
28. Loss and damage, freight and baggage.....	1,047 43
29. Loss and damage, property and cattle.....	237 20
30. Personal injuries.....	471 27
31. Agents and station service, salaries and wages.....	1,207 42
	13,711 43
	1,208 63
32. Station supplies.....	550 75
33. Total operating expenses.....	\$218,078 31
34. Taxes.....	1,735 31
35. Total operating expenses and taxes.....	\$219,813 62
36. Percentage of operating expenses to earnings.....	.819
37. Percentage of operating expenses and taxes to earnings.	.821

*Green Bay, Winona & St. Paul Railroad Company.*MONTHLY EARNINGS FROM ALL SOURCES, FROM OCTOBER 14,
1881, TO JUNE 30, 1882.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
October.....	\$3,333 20	\$13,309 40	\$264 69	\$16,907 29
November	9,693 33	28,951 00	724 96	39,369 29
December.....	10,595 51	30,784 25	3,297 10	44,676 86
1882.				
January	8,004 51	18,375 35	404 74	26,784 60
February	7,405 01	17,534 70	442 78	25,382 49
March	12,531 55	22,779 12	4,399 21	39,709 88
April	11,082 09	17,628 56	632 96	29,343 61
May	10,985 52	18,904 44	464 06	30,354 02
June.....	11,258 22	18,241 19	2,896 68	32,396 09
Totals	\$34,888 94	\$186,508 01	\$13,527 18	\$284,924 13

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Total.
1881.				
October.....	\$14,914 89	.....	\$943 32	\$15,858 21
November	25,089 64	.....	1,899 25	26,988 89
December.....	25,147 99	\$649 32	1,715 10	27,512 41
1882.				
January	22,180 08	.....	1,572 74	23,752 82
February	22,658 35	989 24	1,618 80	25,266 39
March	26,107 12	.....	1,700 00	27,807 12
April	24,690 53	.....	1,900 56	26,591 09
May	26,159 26	39 93	2,080 98	28,230 17
June.....	31,130 45	56 82	1,749 04	32,936 31
Totals	\$218,078 31	\$1,735 31	\$15,129 79	\$234,943 41

Green Bay, Winona & St. Paul Railroad Company.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$605 98
2. Bridging.....	275 51
4. Land, land damages and fences.....	399 33
5. Passenger and freight stations, wood sheds and water stations.....	2,447 95
7. Dock	2,525 83
8. Engineering, agencies, salaries and other expenses during construction.....	134 60
10. Total for construction.....	<u>\$6,389 20</u>

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

1. Cost of line October 14, 1881 — Stock and bonds issued to reorganize	\$15,354,368 74
2. Paid for construction during the year, as per construction account; charged railroad and equipment	6,389 20
4. Total expended for construction and equipment during the year ending June 30, 1882	6,389 20
5. Total cost of entire line to date, June 30, 1882	<u>\$15,360,757 94</u>
6. Miles of road	218 ³ / ₄
7. Cost of road per mile....	<u>\$70,204 65</u>

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.
1. Division, assistant superintendents and roadmasters.	1	\$1,380 00
Clerks in general offices	6	600 00
Agents and clerks at all stations	45	456 00
Master and skilled mechanics.....	9	630 00
Helpers in shops	23	480 00
Conductors	14	770 00
Engineers.....	14	870 00
Firemen and wipers.....	24	450 00
Brakemen	26	480 00
Flagmen, switchtenders, gatekeepers and watchmen	4	430 00
Section foremen.....	36	480 00
Section laborers.....	112	345 00
All other employes.....	100	375 00

Green Bay, Winona & St. Paul Railroad Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1892.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Railroad and equipment..... Interest paid..... Supplies and material..... U. S. Government — Post Office department. Operating expense account..... Agents and railroad companies..... Cash.....	\$15,360,757 94 95,272 50 37,533 76 2,571 28 236,229 55 7,845 92 12,730 77	Capital stock, common..... Capital stock, preferred..... Funded debt..... Loan, New York..... Earnings account..... Pay rolls and audited vouchers..... Railroad companies and sundry accounts...	\$8,000,000 00 2,000,000 00 5,331,000 00 48,000 00 284,747 60 29,814 29 9,379 83
	\$15,752,941 72		\$15,752,941 72

Green Bay, Winona & St. Paul Railroad Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. Main line:	<i>Miles.</i>
From Green Bay to Marshland ..	209.3
Divisions or branches:	
From Marshland to Eastmoor.....	3.0
From La Crosse to Onalaska	6.5
Length of single track owned	218.8
Total miles of single and second track owned	218.8
2. Sidings	15.0
Total miles of track owned, including second track and sidings	233.8

(PROPRIETARY AND LEASED LINES.)

4. Leased lines:	<i>Miles.</i>
Trackage over C. & N. W. R'y from Marshland to Onalaska...	23.2
From Marshland to Winona.....	4.6
Total of leased lines.....	27.8

RECAPITULATION.

Total of lines owned brought forward — No. 1	218.8
Total of leased lines — No. 4	27.8
Total trackage of all lines operated	246.6

SIDINGS.

Mileage of sidings belonging to road owned — No. 2.....	15
Number of junction stations	6

MILEAGE TRAFFIC, ETC.

TRAIN MILEAGE, OCTOBER 14, 1881 TO JUNE 30, 1882.

1. Number miles run by passenger trains	127,890
2. Number miles run by freight and mixed trains	137,897
3. Number miles run by wood, gravel and construction trains.....	28,670
4. Mileage of switching trains	22,906
5. Total mileage.....	317,863

PASSENGER TRAFFIC.

6. Total number of passengers carried.....	56,182
7. Number of passengers carried one mile (eastward).....	1,057,169
8. Number of passengers carried one mile (westward).....	1,195,981
9. Total number of passengers carried one mile.....	2,253,149
10. Rate per passenger per mile.....	.03 ⁴³ / ₁₀₀ cts
11. Average distance traveled by each passenger	40 ¹ / ₂ miles

Green Bay, Winona & St. Paul Railroad Company.

TONNAGE OF FREIGHTS CARRIED, OCTOBER 14, 1881 TO JUNE 30, 1882.

	Tons.	Pounds.
Grain.....	20,889	1,000
Flour.....	707	.....
Provisions.....	2,713	1,000
Salt, cement, water lime and stucco.....	505	1,000
Manufactures, including agricultural implements, furniture and wagons.....	2,940	1,000
Live stock.....	1,094	.....
Lumber and forest products.....	38,383	.....
Iron, lead and mineral products.....	166	.....
Stone, brick, lime, sand, etc.....	607	.....
Coal.....	6,100	1,000
Merchandise and other articles.....	6,479	.....
All other freights not above enumerated.....		
Total freight in tons.....	80,585	1,000

MILEAGE AND TONNAGE, OCTOBER 14, 1881 TO JUNE 30, 1882.

TONNAGE AND FREIGHT CARRIED—continued.

Number of tons of freight carried one mile.....	7,787,397
Number of tons of freight carried (eastward).....	No division.
Number of tons of freight carried (westward).....	
Average rate per ton per mile on all freights carried...	.0241

MILEAGE EARNINGS.

Earnings per mile of road on freight, October 14, 1881 to June 30, 1882.....	\$756.32
Earnings per mile of road on passengers, October 14, 1881 to June 30, 1882.....	344 24
Earnings per mile of road from mails, express and all other sources, October 14, 1881 to June 30, 1881.....	54 85
Total earnings, per mile..	1,155 41
Net earnings per mile, October 14, 1881 to June 30, 1882.	\$202 68
Earnings per train mile run, on freight.....	1 15 $\frac{3}{10}$
Earnings per train mile run, on passengers.....	66 $\frac{1}{10}$
Earnings per train mile run, on mails, express and all other sources.....	4 $\frac{1}{10}$
Total earnings, per train mile.....	\$1 87
Net earnings per train mile.....	18 $\frac{2}{10}$
Of the earnings of the entire line what is the ratio of the passengers to the freight?	
Answer on whole line as 1 to 2.	
What is the passenger rate per mile?.....	.03 $\frac{1}{10}$
Number of passengers carried one mile.....	2,253,149
Number of miles of operated road upon which above estimates are based.....	245 $\frac{1}{10}$

Green Bay, Winona & St. Paul Railroad Company.

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road, October 14, 1881, to June 30, 1882	\$952.73
2. Average operating expenses per train mile .....	.74
3. Cost of maintaining track and bridges per mile	234.97
4. Cost of repairs of engines per mile run ... ..	.0288
5. Cost of engineers and firemen per mile run .....	.0489
6. Cost of oil and waste per mile run .....	.0101
7. Cost of fuel per mile run .....	.109
	<hr/> <hr/>

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID

Gross earnings	\$284,924 13
Deduct operating expenses and taxes	219,813 62
Leaving net earnings	<hr/> \$65,110 51 <hr/>
Amount of rent paid	\$15,129 79
Amount of interest paid	95,272 50
Total of rentals and interest	<hr/> \$110,403 29 <hr/>
Balance, profit and loss	45,291 78
	<hr/> <hr/>

Miles of road operated upon which above estimates are based. 218 $\frac{2}{3}$ miles.

EQUIPMENT.

Number of locomotives	19
Number of passenger cars	8
Number of baggage, mail and express cars	4
Number of freight cars (basis of 8 wheels)	499
Number of other cars	21
	<hr/> <hr/>

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and of what terms of service?
\$50 per mile. Service six times per week.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
\$1.16 per hundred pounds estimated as carried whole length of road.
At depots.

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

Green Bay, Winona & St. Paul Railroad Company.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
- None.
5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
- No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
- No.
7. Have you acquired any lines in or out of this state by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.
- No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
- No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
- No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
- Nothing new.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
- No.
12. Have you made any reduction in such rates, from any station, since the date of last report?
- No.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
- Yes.

Green Bay, Winona & St. Paul Railroad Company.

ACCIDENTS.

No. of accidents.	STATEMENT OF EACH ACCIDENT.	EMPLOYES.			
		From causes beyond their control.		By their own misconduct or want of caution.	
		Killed.	Injured.	Killed.	Injured.
1	Oct. 29, 1881 — John Long injured internally by collision of two engines two miles east of Whitehall, Wis.		1		
1	Nov. 4, 1881 — Frank Bowerman, brakeman, killed at Manawa, Wis., while switching cars.			1	
1	Nov. 16, 1881 — John McCabe, brakeman, lost two fingers coupling cars at Whitehall.				1
1	March 22, 1882 — A. Walton, brakeman, lost one finger while coupling cars at Whitehall.				1
	Total		1	1	2

 NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR, OCT. 14, 1881, TO JUNE 30, 1882.

	Number killed.	Amount paid.
1. Cattle.....	11	
2. Horses and colts	3	
4. Sheep.....	6	\$356 00
6. Total	20	\$154 00
7. Amount claimed yet unsettled, or in litigation.....		202 00

Green Bay, Winona & St. Paul Railroad Company.

STATE OF WISCONSIN,)
County of Brown, } ss.

Timothy Case, Vice President and General Superintendent, and William R. Hancock, Assistant Treasurer of the Green Bay, Winona & St. Paul Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed,)

[L. s.]

Subscribed and sworn to before me, a notary public, this twenty-fourth day of August, A. D. 1882.

[L. s.]

TIMOTHY CASE,

W. R. HANCOCK.

JAMES S. BAKER,
Notary Public.

Milwaukee, Lake Shore & Western Railway Company.

REPORT
OF THE
MILWAUKEE, LAKE SHORE & WESTERN R'Y CO.,
FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	F. W. Rhinelander	New York.
Vice President	Wm. H. Guion.....	New York.
Treasurer	Gordon Norris.....	New York.
Secretary	Alfred S. Cary	Milwaukee.
Assistant Secretary.....	Samuel S. Sands	New York.
General Superintendent	H. G. H. Reed	Milwaukee.
General Freight and Pass. Agent ..	H. F. Whitcomb	Milwaukee.
Superintendent	J. Donohue	Milwaukee.
Auditor	C. F. Rand	Milwaukee.
Cashier and Paymaster	A. D. Allibone	Milwaukee.
Assistant Superintendent	C. S. Hayden	Manitowoc.
Assistant Superintendent	D. B. Curtis	Oshkosh.
Superintendent of Construction....	E. H. Rummele	Pelican Lake.
General Land Agent	J. O. Thayer	Milwaukee.

1. General offices at Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
F. W. Rhinelander ...	New York.	W. K. Hinman	New York.
Samuel S. Sands	New York.	Gordon Norris	New York.
Charles Dana	New York.	Joseph Vilas	New York.
H. B. Hammond	New York.	D. Parrish.....	Philadelphia.
Wm. H. Guion	New York.	Charles Luling	Manitowoc.
F. F. Thompson.....	New York.	James H. Mead.....	Sheboygan.

EXECUTIVE COMMITTEE.

F. W. Rhinelander-ex officio, Gordon Norris, H. B. Hammond, F. F. Thompson, S. S. Sands.

3. Date of annual election of Directors, second Wednesday in June.

4. Name and address of persons to whom correspondence concerning this report should be directed.

C. F. RAND, Auditor, Milwaukee.

Milwaukee, Lake Shore & Western Railway Company.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income.....	\$803,270 69
2. Operating expenses.....	486,409 70
3. Excess of income over operating expenses.....	316,860 99
4. Taxes.....	4,805 02
5. Net earnings.....	311,955 97
6. Interest accrued during the year, viz:	
On funded debt.....	174,901 03
8. Surplus.....	137,054 94

CAPITAL STOCK.

Capital stock authorized by charter.....	\$6,000,000 00
How many kinds of stock at date of last report?.....	Two.
Amount of common stock at date of last report	1,000,000 00
Amount of preferred stock at date of last report	5,000,000 00
Total capital stock at date of last report.....	\$6,000,000 00
Rate of preference. Seven per cent.	
How much stock has been issued since date of last report?.	None.
Total amount of stock now outstanding.....	\$6,000,000 00

Milwaukee, Lake Shore & Western Railway Company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue, rate of interest, and where and when payable.

NAME OF BONDS.	Where and when payable.	Date of issue.	Rate of interest.	Amount outstanding.
Lake Shore Division	New York, 1905	1875	7 per cent.	\$17,000 00
Northern Division	New York, 1909	1879	7 per cent.	199,000 00
Consolidated First Mortgage	New York, 1921	1881	6 per cent.	3,020,000 00
Equipment Bonds	New York, 1892	1892	8 per cent.	112,000 00
Income Bonds	New York, 1911	1881	6 per cent.	\$3,348,000 00
				500,000 00
2. Total bonded indebtedness....				\$8,848,000 00

Milwaukee, Lake Shore & Western Railway Company.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt. Current accounts..	\$170,498 10
Due for construction Northern Division and Pelican Branch...	228,336 72
	<u>\$398,829 82</u>

RECAPITULATION.

1. Amount of common stock	\$1,000,000 00
2. Amount of preferred stock	5,000,000 00
3. Total of capital stock	<u>\$6,000,000 00</u>
4. Total of bonded indebtedness	3,348,000 00
4½. Income bonds.....	500,000 00
5. Total of unfunded and floating debt.....	<u>398,829 82</u>
6. Total of stock and debt.....	<u>\$10,246,829 82</u>
7. Capital stock per mile of road	\$21,231 00
8. Bonded indebtedness per mile of road.....	13,616 00
9. Unfunded and floating debt per mile of road	<u>1,411 00</u>
10. Total of stock and debt per mile.....	<u>\$36,258 00</u>
11. Number of miles of road of which stock and debt are apportioned	<u>282.6</u>

ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$214,702 11
2. Earnings from through passengers	19,655 73
3. Earnings from express and baggage	6,617 80
4. Earning from mails.....	<u>12,087 37</u>
6. Total earnings passenger department.....	<u>\$253,063 01</u>
10. Total earnings, freight department	<u>\$536,356 09</u>
Miscellaneous earnings account, car service, etc.....	<u>\$13,851 59</u>
14. Total income from all other sources	<u>\$803,270 69</u>
15. Earnings per mile of road operated.....	\$2,964 09
16. Earnings per train mile run from all trains earning revenue.....	1 40
17. Earnings from passenger trains per train mile run.....	81
18. Earnings from freight trains per train mile run	1 64
19. Number of miles of road operated (question 15).....	271
20. Number train miles run by all trains earning revenue (question 16).....	590,883
21. Number train miles run by passenger trains (question 17)	266,062
23. Number train miles run by freight trains (question 18)...	<u>324,821</u>

Milwaukee, Lake Shore & Western Railway Company.

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks.....	\$38,413	70
2. Legal expenses.....	6,525	78
3. Insurance (credit).....	605	05
4. Stationery and printing.....	9,186	80
5. Outside agencies and advertising	1,362	06
6. Contingencies and miscellaneous.....	8,293	72
7. Repairs of bridges (including culverts and cattle guards)	21,121	44
8. Repairs of buildings.....	6,799	13
9. Repairs of tools and machinery	1,887	69
10. Repairs of fences, road-crossings and signs.....	269	77
Repairs of track.....	109,404	55
14. Repairs of locomotives.....	18,816	85
15. Fuel for locomotives	62,407	41
16. Fuel for stations, trains, shops and water stations	6,901	97
17. Oil and waste	6,110	91
18. Locomotive service, salaries and wages.....	52,300	97
19. Repairs of passenger cars	8,690	78
20. Train service, salaries and wages	42,041	99
21. Train supplies	2,461	26
23. Repairs of freight cars.....	12,151	18
25. Rents	1,258	66
27. Telegraph expenses.....	1,019	97
28. Loss and damage, freight and baggage.....	863	42
29. Loss and damage, property and cattle.....	3,114	21
30. Personal injuries.....	2,201	74
31. Agents and station service, salaries and wages.....	57,911	45
32. Station supplies.....	5,502	84
33. Total operating expenses.....	\$486,409	70
34. Taxes	4,905	02
35. Total operating expenses and taxes.....	\$491,314	72
36. Percentage of operating expenses to earnings.....	60	5
37. Percentage of operating expenses and taxes to earnings.	61	1

*Milwaukee, Lake Shore & Western Railway Company.***MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1882.**

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July.....	\$17,268 24	\$32,329 92	\$2,466 88	\$52,065 04
August	18,217 53	40,072 16	1,640 67	59,931 36
September	17,597 31	43,590 98	2,807 44	63,995 73
October.....	18,949 57	53,080 84	1,366 92	73,397 33
November	18,975 30	42,723 43	2,956 08	64,653 81
December.....	20,424 10	43,321 41	2,936 36	66,681 87
1882.				
January	17,800 94	44,940 13	3,630 42	66,371 49
February	16,797 18	46,132 84	2,507 36	65,437 38
March	22,388 88	53,208 81	2,008 52	77,606 21
April	23,671 24	43,954 73	2,382 66	70,008 63
May	21,213 85	43,311 88	3,083 82	67,609 55
June.....	22,607 84	49,639 96	3,214 49	75,512 29
Totals	\$235,911 98	\$536,356 09	\$31,002 62	\$803,270 69

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Interest.	Total.
1881.				
July.....	\$31,697 63	.....	.....	\$31,697 63
August	33,070 66	\$1,540 02	.....	34,610 68
September	35,058 86	.....	.....	35,058 86
October.....	36,556 94	.....	.....	36,556 94
November	43,829 51	.....	.....	43,829 51
December.....	37,775 40	.....	.....	37,775 40
1882.				
January	39,610 12	39 89	.....	39,650 01
February	39,462 14	3,325 11	.....	42,787 25
March.....	41,518 25	.....	.....	41,518 55
April.....	44,557 63	.....	.....	44,557 62
May.....	49,709 15	.....	.....	49,709 15
June	53,563 42	.....	.....	53,563 42
Totals	\$486,409 70	\$4,905 02	.....	\$491,314 72
	.....	.....	\$174,901 08	.....

Milwaukee, Lake Shore & Western Railway Company.

EXPENDITURES FOR CONSTRUCTION, IMPROVEMENT AND EQUIPMENT.

Northern Division, construction.....	\$555,151 13
Wausau Division, construction.....	14,176 84
Pelican Division, construction	38,323 92
Construction and improvement on old line —	
Bridges	\$7,686 68
Buildings	15,010 93
Fences.....	4,510 31
Tools and machinery	12,335 07
Side tracks.....	20,661 30
Right of way and depot grounds	17,323 78
Extra cost relaying track with steel	187,847 27
Improvements at Kaukauna.....	59,054 88
	<hr/>
	324,430 22
	<hr/>
Total for construction and improvement	\$932,082 11
11 locomotives	
2 baggage cars.....	
3 caboose cars	
20 stock cars	
200 flat cars	
300 box cars	303,665 52
	<hr/>
Total	\$1,235,747 63
	<hr/>
Payments on account of Vieux Desert & Lake Superior Rail- way.....	\$20,577 29

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

1. Cost of line June 30, 1881.....	\$9,196,177 44
2. Paid for construction during the year, as per construction account on page 10.....	932,082 11
3. Paid for equipment during the year, as per equipment account on page 10.....	303,665 52
4. Total expended for construction and equipment during the year ending June 30, 1882	1,235,747 63
	<hr/>
5. Total cost of entire line to date, June 30, 1882	\$10,431,925 07
	<hr/>
6. Miles of road.....	282 $\frac{4}{7}$ miles.
7. Cost of road per mile	\$36,914 00
	<hr/>

Milwaukee, Lake Shore & Western Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	4	.....	.....
Clerks in general offices	18	\$750 00	\$13,500 00
Agents and clerks at all stations	74	485 00	35,890 00
Master and skilled mechanics	30	745 00	22,350 00
Helpers in shops	63	385 00	24,255 00
Conductors	31	800 00	24,800 00
Engineers	33	850 00	28,050 00
Firemen and wipers	57	480 00	27,360 00
Brakemen	51	500 00	25,500 00
Flagmen, switchtenders, gatekeepers and watchmen	8	480 00	3,840 00
Section foremen	40	540 00	21,600 00
Section laborers	130	350 00	45,500 00
All other employes	120	350 00	42,000 00

Milwaukee, Lake Shore & Western Railway Company.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1892.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Cost of road and equipment.....	\$10,431,925 07	Capital stock.....	\$6,000,000 00
Capital stock, preferred, in trust.....	55,749 84	Funded debt.....	3,348,000 00
Material and fuel on hand.....	89,717 61	Income bonds.....	500,000 00
Real estate.....	9,929 86	Due for construction—Northern Division	
Cash in Milwaukee.....	20,448 00	and Pelican Branch.....	238,836 73
Due from agents, conductors, express com-		Other liabilities, including unpaid vouch-	
pany and U. S. government.....	26,261 76	ers, pay roll, amounts due railroad com-	
Vieux Desert & Lake Superior Railway.....	20,577 29	panies and various persons, accrued inter-	
		est on bonds, etc.....	211,649 60
		Income account ..	308,617 61
	\$10,654,603 93		\$10,654,603 93

NOTE.—Balance sheet should be as complete in particulars of assets and liabilities as possible; as full as though made as an exhibit for examination by stockholders.—*Commissioner.*

Milwaukee, Lake Shore & Western Railway Company.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. All Main line: Single track.	<i>Miles.</i>
From Milwaukee to Pelican.....	235.
From Manitowoc to Two Rivers.....	6.2
From Hortonville to Oshkosh.....	22.5
From Eland to Wausau.....	22.5
Total number of miles operated.....	286.2
Less 3.6 mile from Milwaukee to L. S. Junction, leased from C. & N. W. R'y Co.....	3.6
Number of miles owned.....	282.6
Sidings on above.....	29.6
Total length of track including sidings.....	312.2
Number of junction stations.....	9
What is the gauge of your lines? 4 feet, 8½ inches.	
Road built during year: From Antigo to Pelican.	

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	266,062
2. Number miles run by freight and mixed trains.....	324,821
3. Number miles run by wood, gravel and construction trains.....	151,247
4. Mileage of switching trains.....	139,534
5. Total mileage.....	881,664

PASSENGER TRAFFIC.

6. Total number of passengers carried.....	197,040
9. Total number of passengers carried one mile.....	7,063,627
10. Rate per passenger per mile.....	3 ³³ / ₁₀₀ cents.
11. Average distance traveled by each passenger.....	36 miles.
Average amount received from each passenger.....	\$1 19

Milwaukee, Lake Shore & Western Railway Company.

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Pounds.
1. Grain	25,191	440
2. Flour	4,451	1,790
3. Provisions	17,342	1,708
4. Salt, cement, water lime and stucco	5,091	776
5. Manufactures, including agricultural implements, furniture and wagons.....	17,280	547
6. Live stock	3,159	1,320
7. Lumber and forest products	150,541	1,910
8. Iron, lead and mineral products	9,027	1,337
9. Stone, brick, lime, sand, etc.	7,783	1,519
10. Coal	37,211	1,450
11. Merchandise and other articles	32,597	1,272
12. All other freights not above enumerated	24,007	1,974
13. Total freight in tons	833,688	43

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	24,591,400
16. Number of tons of freight carried (eastward) ...	225,114
17. Number of tons of freight carried (westward)	108,574
18. Average rate per ton per mlie on all freights carrie.d..	2 ¹⁸ / ₁₀₀ cents.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$1,979 17
2. Earnings per mile of road on passengers	870 52
3. Earnings per mile of road on mails, express and all other sources	114 40
4. Total earnings, per mile	\$2,964 09
5. Net earnings per mile	\$1,151 12
6. Earnings per train mile run, on freight.....	1 64
7. Earnings per train mile run, on passengers	81
8. Earnings per train mile run, on mails, express and all other sources	07
9. Total earnings per train mile	\$1 40
10. Net earnings per train mile.....	\$0 53
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: As 30 to 70.	
12. What is the passenger rate per mile?.....	3 ³³ / ₁₀₀ cents.
13. Number of passengers carried one mile	7,063,627
14. Average number of miles of operated road upon which above estimates are based	271

Milwaukee, Lake Shore & Western Railway Company.

MISCELLANEOUS OPERATING EXPENSES.

Average operating expenses per mile of road	\$1,812 97
Average operating expenses per train mile	56
Cost of maintaining track and bridges per mile of road ..	481 64
Cost of repairs of engines per mile run.....	2 ² / ₁₀ cents.
Cost of engineers and firemen per mile run.....	6 ¹ / ₁₀
Cost of oil and waste for engines per mile run	3 ³ / ₁₀
Cost of fuel for engines per mile run	7 ³ / ₁₀

EQUIPMENT.

	<i>Owned.</i>
Number of locomotives	39
Number of passenger cars	12
Number of baggage, mail and express cars.....	9
Number of parlor or sleeping cars	2
Number of freight cars (basis of 8 wheels).....	1,265
Number of other cars	15

GENERAL QUESTIONS.

U. S. MAIL.

What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service?

Present rate of compensation \$13,712.20 per year.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.?

What kind of business is done by them, and do you take their freight at the depot or at the office of such express companies?

American Express Co., 10 cents per ton per mile. We receive their freight from them at our depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

No special company.

SLEEPING CARS.

Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Sleeping cars owned by this company. The charge for berths is 75 cents and \$1.00, according to distance used.

Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.

No additional lines acquired, except what we have built.

Milwaukee, Lake Shore & Western Railway Company.

8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No material advance.
12. Have you made any reduction in such rates, from any stations, since the date of last report?
No material reduction.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
The use of intoxicating liquors on or about the premises of the company is forbidden. Any employe appearing on duty, intoxicated, is discharged.

Milwaukee, Lake Shore & Western Railway Company.

ACCIDENTS.

DATE.	Number of accidents.	STATEMENT OF EACH ACCIDENT.	EM- PLOYES.		OTHERS.	
			By their own mis- conduct or want of caution.	By their own mis- conduct or want of caution.	By their own mis- conduct or want of caution.	By their own mis- conduct or want of caution.
			Killed.	Injured.	Killed.	Injured.
1881.						
July 15	1	J. McDonald, Appleton, two fingers crushed coupling cars		1		
Aug. 2	2	E. W. Longfellow, Split Rock, fell from train, leg crushed, amputated		1		
Aug. 3	3	John Bane, Manitowoc, fell from engine, leg and foot bruised		1		
Aug. 11	4	Chas. Papke, Sugar Bush, attempted to get on moving cars, body bruised		1		
Sep. 9	5	Ben. Chamberlain, Ledyard, two fingers crushed, coupling coaches		1		
Oct. 15	6	F. Meisner, Oshkosh, hand crushed coupling cars		1		
Oct. 18	7	Wm. Darlichu, Sheboygan, walking on track, struck by engine, killed			1	
Oct. 24	8	Chas. Whipple, Hatley, fell from train, body bruised		1		
Nov. 23	9	S. Hale, Wausau, lost finger coupling cars		1		
1882.						
Feb. 18	10	S. Hale, Whitcomb, finger crushed, coupling cars		1		
Feb. 19	11	Frank St. Andre, Clintonville, lost two fingers, coupling cars		1		
May 1	12	Chas. Counisky, Manitowoc, run over by switch engine, killed	1			
May 6	13	Dennis Quirk, Ledyard, crushed coupling coaches, killed	1			
May 24	14	Martin Kelow, Ledyard, attempted to get on moving train, lost leg		1		
May 25	15	Chas. Rathsack, Manitowoc, struck in face by broken casting		1		
May 25	16	Chas. McGregor, Ledyard, hand crushed coupling cars		1		
		Totals	2	13	1	

Milwaukee, Lake Shore & Western Railway Company.

1. Of the above accidents, those numbered as follows were caused by broken rails:
Total No. None.
2. Of the above accidents, those numbered as follows were caused by IN-
ATTENTION OF EMPLOYEES: 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12,
13, 14, 15, 16.
Total No. 15
3. Of the above accidents, those numbered as follows were caused by COL-
LISIONS, not properly coming under 2:
Total No. None.
4. Of the above accidents, those numbered as follows were caused by ex-
plosions:
Total No. None.
5. Amount paid as damages caused by fire from locomotives:
\$1,049 51

NUMBER AND KIND OF FARM ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	69	\$1,869 90
2. Horses	8	550 00
3. Mules	1	175 00
4. Sheep	4	11 50
5. Hogs	2	8 00
6. Total	84	\$2,614 40

STATE OF WISCONSIN, }
County of Milwaukee. } ss.

F. W. Rhinelander, President, and C. F. Rand Auditor, of the Milwaukee Lake Shore & Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed),

F. W. RHINELANDER,
C. F. RAND.

[SEAL]

Subscribed and sworn to before me, this 7th day of October, A. D. 1882.

(Signed),

BRADLEY G. SCHLEY,
Notary Public.

[SEAL]

Milwaukee County, Wisconsin.

Milwaukee and Northern Railroad Company.

REPORT

OF THE

MILWAUKEE AND NORTHERN RAILROAD CO.

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Guido Pfister	Milwaukee.
Vice President.....	James C. Spencer	Milwaukee.
Secretary.....	Ephraim Mariner	Milwaukee.
Treasurer	Ephraim Mariner	Milwaukee.
General Solicitor	Ephraim Mariner	Milwaukee.

1. General offices at Milwaukee.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Jessie Hoyt.....	New York.	James C. Spencer....	Milwaukee.
Allen S. Apgar.....	New York.	Ephraim Mariner....	Milwaukee.
Guido Pfister	Milwaukee.	Frederich Vogel, Jr..	Milwaukee.
Angus Smith	Milwaukee.		

3. Date of annual election of directors, first Monday in June.

4. Name and address of person to whom correspondence concerning this report should be directed.

JAMES C. SPENCER, Vice President.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income, rental of road	224,862 65
2. Operating expenses, general management	6,412 86
4. Taxes — paid by lessee .....	.....
6. Interest accrued during the year, viz:	
On funded debt.....	107,750 00
On other debt.....	Nona.
9. Total of 4 and 6 .....	.....

Milwaukee and Northern Railroad Company.

CAPITAL STOCK.

Capital stock authorized by charter	\$2,200,000 00
Proportionate amount of same for Wisconsin. Entire road in Wisconsin.....	2,200,000 00
How many kinds of stock at date of last report?.....	One
Amount of stock at date of last report	2,155,000 00
How much stock has been issued since date of last report?.	None.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue rate of interest and where and when payable.

NAME OF BONDS.	Where and when payable	Date of issue.	Rate of interest.	Amount.
Milwaukee & Northern Railroad Company's First Mortgage bonds...	New York City, 1910 .	June 1, 1880.	First year 4 per cent.; second, 5 per cent.; thereafter, 6 per cent.	\$2,155,000 00
2. Total bonded indebtedness				\$2,155,000 00

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt \$1,124 64

RECAPITULATION.

1. Amount of stock.....	\$2,151,000 00
4. Total of bonded indebtedness	2,155,000 90
6. Total of stock and debt	<u>\$4,306,000 00</u>
7. Capital stock per mile of road.....	\$17,100 00
8. Bonded indebtedness per mile of road.....	17,100 00
10. Total of stock and debt per mile.....	<u>\$34,200 00</u>
11. Number of miles of road on which stock and debt are apportioned.....	<u>126</u>

Milwaukee and Northern Railroad Company.

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:

Current bills.....	\$1,124 64
--------------------	------------

QUICK ASSETS.

1. Specify particularly:

Due from railroad companies.....	\$24,553 40
Cash	43,451 85
Bills receivable.....	36,861 47
Total.....	\$104,866 72

Analysis of earnings and expenses, included in Wisconsin Central report.

COST OF ROAD.

CONSTRUCTION AND EQUIPMENT.

5. Total cost of entire line to date, June 30, 1882.....	\$4,306,000 00
6. Miles of road.....	126
7. Cost of road per mile.....	\$34,200 00

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
Clerks in general office.....	2	\$885 00	\$1,770 00

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. Main line, single track: From Schwartzburg to Green Bay	104
Divisions or branches: From Green Bay to Ft. Howard.....	.5
From Hilbert to Menasha	15.7
From Menasha to Appleton	4.7
From Menasha to Neenah, half interest.....	1.01
Length of single track owned.....	126

¹ This includes 1.1-10 miles between Menasha and Neenah, included in mileage of Wisconsin Central—Commissioner.

Milwaukee and Northern Railroad Company.

EQUIPMENT.

	<i>Owned.</i>
Number of locomotives	9
Number of passenger cars.....	9
Number of baggage, mail and express cars	4
Number of freight cars (basis of 8 wheels)	245
Number of other cars (caboose cars)	4
Road operated by the Wisconsin Central Railroad Company.	

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
No.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.
No.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

James C. Spencer, Vice President, and Ephraim Mariner, Secretary of the Milwaukee and Northern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1882, to the best of their knowledge and belief.

Signed,

[L. s.]

J. C. SPENCER.

E. MARINER.

Subscribed and sworn to before me, this ninth day of September, A. D. 1882.

[L. s.]

ADOLF HERDEGEN,
Notary Public, Milwaukee, County, Wis.

Prairie du Chien & McGregor Railway Company.

REPORT

OF THE

PRAIRIE DU CHIEN & M'GREGOR R'Y CO.

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President	John Lawler	Prairie du Chien.
Secretary and Treasurer...	John D. Lawler.....	Prairie du Chien.

1. General Office at Prairie du Chien, Wisconsin.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
John Lawler.....	Prairie du C'n.	James Lawler	Prairie du C'n.
John D. Lawler	Prairie du C'n.	S. E. Farnham.....	Prairie du C'n.
Thos. C. Lawler.....	Prairie du C'n.		

3. Date of Annual Election of Directors, November 9.

4. Name and address of person to whom correspondence concerning this
Report should be directed. JOHN D. LAWLER,
Prairie du Chien.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

	In Wisconsin.	Whole line.
1. Total income.....	\$49,394 00	\$36,450 00
2. Operating expenses.....	28,481 87	31,122 14
3. Excess of income over operating ex- penses.....	20,912 13	25,327 86
4. Taxes.....	923 63	1,025 04
10. ¹ Balance for the year June 30, 1882, being the difference between 3 and 4	\$19,988 50	\$24,302 82

¹ State whether surplus or deficit.

Prairie du Chien & McGregor Railway Company.

CAPITAL STOCK.

Capital stock authorized by charter.....	\$100,000 00
¹ Proportionate amount of same for Wisconsin.....	87,500 00
How many kinds of stock at date of last report.....	One.
Total capital stock at date of last report	\$100,000 00
How much common stock has been issued since date of last report	None.
Total amount of stock now outstanding	\$100,000 00
Proportionate amount of same for Wisconsin	\$87,500 00

MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1882.

1881.	
July	\$5,699 00
August.....	5,474 25
September.....	5,940 50
October	1,989 75
November.....	4,592 00
December	4,708 00
1882.	
January	4,550 50
February.....	4,699 00
March	5,147 50
April	4,847 00
May.....	4,258 50
June	4,544 00
Totals.....	\$56,450 00
Proportion for Wisconsin	\$49,394 00

MONTHLY EXPENSES.

	Operating expenses.	Taxes.	Total.
Totals.....	\$31,122 14	\$1,025 04	\$32,146 18
Proportion for Wisconsin.....	\$28,481 87	\$923 63	\$29,405 50

¹ NOTE — Made on a basis of miles of road within the state relative to the whole number of miles owned by the company.

Prairie du Chien & McGregor Railway Company.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters.....	1	\$1,200 00	\$1,200 00
Clerks in general offices.....	1	1,200 00	1,200 00
Agents and clerks at all stations.....	1	900 00	900 00
Master and skilled mechanics ..	1	900 00	900 00
Helpers in shops.....	C., M. & St. P.		
Conductors.....	2	1,050 00	2,100 00
Engineers.....	4	840 00	3,360 00
Firemen and wipers.....	C., M. & St. P.		
Brakemen.....	4	600 00	2,400 00
Flagmen, switchtenders, gate-keepers and watchmen.....	C., M. & St. P.		
Section foremen.....	C., M. & St. P.		
Section laborers.....	C., M. & St. P.		
All other employes.....	7	600 00	4,200 00

GENERAL BALANCE SHEET FOR THE YEAR ENDING
JUNE 30, 1882.

ASSETS.	Dollars. cts.	LIABILITIES.	Dollars. cts.
Cost of bridge.....	\$100,000 00	Stock.....	\$100,000 00

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. Main line: In Wisconsin, $1\frac{3}{4}$ miles; in Iowa, $\frac{1}{4}$ mile; total, 2 miles.
10—RAIL. COM.

Report on the St. Louis and North Western Railway Company.

Statement of the Assets and Liabilities of the Company.

As of the close of the year ending December 31, 1901.

	In Wisconsin.	Outside State.
Fixed assets:		
Land and buildings	145,994.00	65,559.00
Rolling stock	2,455.70	2,125.12
Investments	117,440.00	21,372.92
Current assets:		
Accounts receivable	None	None
Accounts payable	None	None

Statement of the Officers.

The undersigned, Secretary and Treasurer of the St. Louis and North Western Railway Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of the Company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said Company at the close of the year ending December 31, 1901, to the best of their knowledge and belief.

Witness my hand and seal this 1st day of January, 1902.

THOMAS C. LAWLER,
Secretary and Treasurer.

THOMAS C. LAWLER,
Vice President.

The foregoing is a true and correct statement of the condition and affairs of the St. Louis and North Western Railway Company at the close of the year ending December 31, 1901, to the best of the knowledge and belief of the undersigned.

Wisconsin Central Railroad.

REPORT

OF

JOHN A. STEWART AND EDWIN H. ABBOTT,¹

TRUSTEES OF THE

WISCONSIN CENTRAL RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OTHERS OPERATING THE ROAD FOR THE TRUSTEES.

OFFICERS.	NAMES.	ADDRESS.
Trustees' Agent.	C. L. Colby.....	Milwaukee, Wis.
General Manager.....	F. N. Finney	Milwaukee, Wis.
Auditor and General Ticket Agent	James Barker	Milwaukee, Wis.
General Freight Agent	T. H. Malone.....	Milwaukee, Wis.
Superintendent	A. A. Allen.....	Milwaukee, Wis.
Superintendent	G. Campbell.....	Stevens Point, Wis.
Assistant Superintendent	C. R. Hanchett ...	Stevens Point, Wis.

1. General Offices at Milwaukee, Wisconsin.

NAMES OF DIRECTORS OF COMPANY.	RESIDENCE.	NAMES OF DIRECTORS OF COMPANY.	RESIDENCE.
C. L. Colby... ..	Milwaukee, Wis.	E. J. Barney.....	Dayton, O.
F. N. Finney	Milwaukee, Wis.	E. B. Phillips	Boston, Mass.
H. L. Palmer	Milwaukee, Wis.	Rowland Hazard..	Providence, R.I.
B. K. Miller	Milwaukee, Wis.	M. Wadleigh.. ...	Stevens Pt., Wis.
E. H. Abbott	Milwaukee, Wis.		

3. Date of Annual Election of Directors of Company, last Thursday in May.

4. Name and address of person to whom correspondence concerning this Report should be directed,

EDWIN H. ABBOTT, *Trustee.*

¹ The trustees took possession of the entire corporate property on January 4, 1879, under their mortgage, and have subsequently operated and are now operating the railroad. Since that date the company has no report to make.

Wisconsin Central Railroad.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income.....	\$1,590,359 88
2. Operating expenses (not including rentals)	933,050 49
3. Excess of income over operating expenses (not deducting rentals).....	657,309 84
4. Taxes.....	15,543 53
5. Rentals (specifying amount to each company):	
Chicago, Milwaukee & St. Paul R. R.....	\$24,947 76
Milwaukee & Northern R. R.....	225,862 65
	250,810 41
6. Interest accrued during the year, viz:	
On funded debt (on preferred and first series bonds).....	\$95,500 00
	95,500 00
8. Sinking funds. Not yet adjusted in reorganization.	
9. Total of 4, 5, 6 and 8	361,853 94
10. Balance for the year June 30, 1882, being the difference between 3 and 9.....	295,455 40

CAPITAL STOCK OF COMPANY.

Capital stock issued under charter	\$11,435,500 00
Proportionate amount of same for Wisconsin?	Entire road in Wisconsin
How many kinds of stock at date of last report?.....	Two.
Amount of common stock at date of last report	9,435 500 00
Amount of preferred stock at date of last report	2,000,000 00
Total capital stock at date of last report.....	\$11,435,500 00

Rate of preference.

Preferred stock is entitled to a dividend of 7 per cent. before the common stock receives any dividend.

How much stock has been issued since date of last report?

None.

Total amount of stock now outstanding.....

\$11,435,500 00

REORGANIZED FUNDED DEBT.

Name of bonds.	Where and when payable.	Amount.
Preferred bonds.....	Boston, Mass ..	\$400,000 00
Consolidated bonds of first series.....	Boston, Mass ..	3,800,000 00
Consolidated bonds of second series.....	Boston, Mass ..	5,700,000 00
2. Total bonded indebtedness		\$9,900,000 00

The original mortgage of July 1, 1870, and the bonds (\$8,168,000) secured by it, are preserved, in force, and their lien held unimpaired as security for the new consolidated bonds until the exchange of the old for the reorganized bonded debt is completed.

¹ State whether surplus or deficit.

Wisconsin Central Railroad.

PACKWAUKEE & MONTELLO RAILROAD.

Amount of common stock	\$70,000 00
Amount of preferred stock	70,000 00
Total of capital stock	140,000 00
Total of bonded indebtedness	84,000 00

RECAPITULATION.

1. Amount of common stock	\$9,435,500 00
2. Amount of preferred stock	2,000,000 00
3. Total of capital stock of the company	\$11,435,500 00
4. Total of bonded indebtedness of the company	9,900,000 00
5. Total of unfunded and floating debt of the trustees	90,137 96
6. Total of stock and debt	\$21,425,637 96
7. Capital stock per mile of road	\$34,999 85
8. Bonded indebtedness per mile of road	30,300 25
9. Unfunded and floating debt per mile of road	275 88
10. Total of stock and debt per mile	\$65,618 38
11. Number of miles of road of which stock and debt are apportioned	326 $\frac{13}{100}$

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES OF TRUSTEES.

1. Specify, particularly, in what they consist:	
Bills audited (vouchers and pay-rolls).....	\$182,523 99
Rental.....	18,654 93
Total	\$201,178 92

QUICK ASSETS.

1. Specify particularly:	
Material on hand.....	\$116,528 67
Uncollected earnings.....	26,421 86
Balance sundry individual accounts.....	55,265 43
*Cash (with cashier).....	29,353 67
Total	\$227,569 63

ANALYSIS OF EARNINGS.

1. Earnings from local passengers	\$354,335 55
2. Earnings from through passengers	60,642 34
3. Earnings from express and baggage	19,739 82
4. Earnings from mails	31,589 53
5. Earnings from other sources passenger department	5,705 01
6. Total earnings passenger department	\$472,012 25

*This amount includes \$1,000 special deposit National Exchange Bank.

Wisconsin Central Railroad.

7. Earnings from local freight	735,838 18
8. Earnings from through freight	357,976 21
9. Earnings from all other sources freight department	24,533 19
10. Total earnings, freight department	\$1,118,347 58
11. Total transportation earnings	1,590,359 83
15. Earnings per mile of road operated	\$3,472 40
16. Earnings per train mile run from all trains earning revenue (870,540)	1 827
17. Earnings from passenger trains per train mile run	1 24
18. Earnings from freight trains per train mile run	2 28
19. Number of miles of road operated (question 15)	548
20. Number train miles run by all trains earning revenue (question 16)	870,540
21. Number train miles run by passenger trains (question 17)	381,243
22. Number train miles run by freight trains (question 18) ..	489,297

ANALYSIS OF EXPENSES.

1. Salaries of general officers and clerks	\$52,145 59
2. Legal expenses	4,079 13
3. Insurance	2,830 77
5. Outside agencies and advertising	8,083 11
6. Contingencies and miscellaneous	32,752 67
7. Repairs of bridges (including culverts and cattle guards) ..	58,911 81
8. Repairs of buildings	8,436 03
9. Repairs of tools and machinery	5,351 41
10. Repairs of fences, road-crossings and signs	3,259 77
11. Renewal of rails [No. tons laid, 1,361 $\frac{1}{8}$].	
12. Renewal of ties [No. laid, 195,134].	
13. Repairs of road-bed and track (this includes cost of rails and ties)	232,320 17
14. Repairs of locomotives	45,914 40
15. Fuel for locomotives (stations, etc., included)	109,319 23
16. Water supply	8,386 31
17. Oil and waste	13,026 40
18. Locomotive service, salaries and wages	73,979 15
19. Repairs of passenger cars	31,302 75
20. Freight and passenger train service, salaries and wages (conductors and train men)	74,138 76
21. Train supplies (see No. 32).	
23. Repairs of freight cars	58,237 71
24. Freight train service, salaries and wages (see No. 20).	
25. Freight train supplies (see No. 32).	
27. Telegraph expenses	16,524 65
28. Loss and damage, freight and baggage	545 75
29. Loss and damage, property and cattle	8,856 91
30. Personal injuries	1,905 30
31. Agents and station service, salaries and wages	67,124 01
32. Station supplies (including train supplies)	15,618 71
33. Total operating expenses (not including rental)	\$933,050 49
34. Taxes	15,543 53
35. Total operating expenses and taxes (exclusive of rentals)	\$948,594 02
36. Percentage of operating expenses to earnings	58.7
37. Percentage of operating expenses and taxes to earnings.	59.7

*Wisconsin Central Railroad.*MONTHLY EARNINGS FROM ALL SOURCES, FOR THE YEAR
ENDING JUNE 30, 1882.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July.....	\$30,741 84	\$75,535 14	\$5,513 43	\$111,790 41
August.....	30,356 30	82,303 60	5,943 42	118,603 32
September.....	33,191 17	89,368 55	5,472 30	128,032 02
October.....	33,400 72	89,189 40	5,600 78	128,190 90
November.....	38,885 32	98,080 57	4,931 03	141,896 92
December.....	35,968 60	111,998 48	8,373 42	156,840 50
1882.				
January.....	30,571 29	100,452 88	7,324 75	138,348 83
February.....	26,730 61	90,801 47	6,341 18	123,873 26
March.....	41,603 94	99,711 42	7,545 56	148,860 92
April.....	43,118 02	84,050 02	10,524 10	137,692 14
May.....	35,145 82	85,847 41	6,988 58	127,981 81
June.....	35,264 26	86,475 55	7,009 00	128,748 81
Totals.....	\$414,977 89	\$1,093,814 39	\$81,567 55	\$1,590,359 83

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Total.
1881.					
July.....	\$72,575 23		\$18,649 95	\$38,000 00	
August.....	67,733 77		18,729 17		
September.....	74,753 84		21,348 55	9,876 00	
October.....	68,084 10		25,532 60		
November.....	66,465 17		22,248 16		
December.....	56,802 75	\$15,508 86	23,953 47		
1882.					
January.....	75,107 11	34,67	20,257 93	38,000 00	
February.....	82,262 97		18,642 30		
March.....	101,353 22		21,907 92	9,624 00	
April.....	83,245 47		19,938 77		
May.....	92,710 68		19,184 33		
June.....	92,006 18		20,417 20		
Totals.....	\$933,050 49	\$15,543 53	\$250,810 41	\$95,500 00	\$1,294,904 43

Wisconsin Central Railroad.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry	\$1,911 30
2. Bridging.....	2,972 12
3. Superstructure, including rails.....	7,462 41
4. Land, land damages and fences.....	8,945 78
5. Passenger and freight stations, wood sheds and water stations.....	48,333 34
8. Engineering, agencies, salaries and other expenses during construction.....	6,398 24
9. Purchase of other roads. Neanah line.	
Total amount expended to June 30, 1882	\$94,813 05
Less amount previously reported....	89,271 90
	<u>5,541 15</u>
10. Total for construction.....	<u>\$81,564 34</u>
14. Freight and other cars [No. 10]	\$7,149 70
Improvement in freight cars, train and station and track outfit, tools, etc	10,363 55
15. Total for equipment	<u>\$17,513 25</u>
19. Net addition to property account for the year.....	<u><u>\$99,077 59</u></u>

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

¹ 1. Cost of line June 30, 1881.....	\$20,014,046 70
2. Paid for construction during the year, as per construction account on page 10.....	81,564 34
3. Paid for equipment during the year, as per equipment account on page 10.....	17,513 25
4. Total expended for construction and equipment during the year ending June 30, 1882.....	<u>99,077 59</u>
¹ 5. Total cost of entire line to date, June 30, 1882. Trustees cannot report this.....	<u><u>\$20,113,124 29</u></u>
6. Miles of road.....	326 73
¹ 7. Cost of road per mile	61,553 85

¹ We cannot report this from any data we have.

¹ This is taken from report of Railroad Commissioner for 1881 — *Commissioner*.

Wisconsin Central Railroad.

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
1. Division, assistant superintendents and roadmasters	6	\$1,740 00	\$10,440 00
Clerks in general offices.....	30	798 00	23,940 00
Agents and clerks at all stations.....	170	425 00	72,250 00
Master and skilled mechanics	68	1,080 00	73,440 00
Helpers in shops	40	500 00	20,000 00
Conductors	36	991 00	35,876 00
Engineers	46	1,000 00	46,000 00
Firemen and wipers.....	78	625 00	48,750 00
Brakemen	115	600 00	19,000 00
Flagmen, switchtenders, gatekeepers and watchmen.....	30	400 00	12,000 00
Section foremen	80	500 00	40,000 00
Section laborers	500	385 00	192,500 00
All other employes.....	150	475 00	71,250 00

Wisconsin Central Railroad.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1882.

CREDITS.		ASSETS.	
	Dollars. Cts.		Dollars. Cts.
Earnings 6 months less operating expenses....	\$278,785 46	Construction, equipment and gen'l accounts.	\$453,987 86
Milwaukee and Northern Ry	18,654 93	Wisconsin Central Railroad Company.....	122,577 03
Bills audited, vouchers and pay rolls	182,523 99	Interest paid.	173,876 00
Profit and loss, May 31, 1882.....	666,018 65	Remittance for interest about to mature	47,624 00
		Rents paid.....	120,848 51
		Supplies (on hand)	116,528 67
		Uncollected earnings.....	26,421 86
		Balance sundry individual accounts	55,265 43
		Cash (with cashier).....	29,353 67
Total.....	\$1,145,983 03	Total	\$1,145,983 03

NOTE.—Balance sheet should be as complete in particulars of assets and liabilities as possible; as full as though made as an exhibit for examination by stockholders.— *Commissioner.*

Wisconsin Central Railroad.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

Name of division or branch.	From.	To.	Wisconsin miles.	Total miles.
1. Main line (single track):	Menasha . . .	Stevens Point..	63.55	.....
	Stevens Point..	Portage City ..	70.03	.....
	Stevens Point..	Ashland... ..	186.34	.....
Divisions or branches (single track):				319.93
Appleton Spur.....	Menasha	Appleton	5	.....
Less allowance for iron borrowed.....			2.50	.....
				2.50
Menasha spur at Menasha		1,860 feet.		.....
Stevens Point, east bank Wis river		8,160 feet.		.....
Stevens Point, west bank Wis. river		8,790 feet.		.....
Packwaukee, on B. falo lake		3,945 feet.		.....
		52,755 feet.		.....
			4.31	.....
				4.31
Length of single track owned				326.73
4. Leased lines:				
Milwaukee & North- ern Railway	Schwartzburg	Menasha and Green Bay ..	120	.....
	Menasha	Appleton ..	5	.....
				125
C. M. & St. P. Ry. (op- erated under contract)	Milwaukee	Schwartzburg .	9	9
1 Packwaukee & Mon- tello R. R.	Packwaukee ..	Montello	7.10	7.10
Total of leased lines.....			141.10	141.10

RECAPITULATION.

Total of lines owned brought forward — No. 1 326.73
Total of leased lines — No. 4 141.10

Total trackage of all lines operated. 467.83

Number of junction stations 14

What is the gauge of your lines..... 4 feet 8½ inches.

*** This line only operated since January 26, 1832.**

Wisconsin Central Railroad.

MILEAGE, TRAFFIC, Etc.**TRAIN MILEAGE.**

1. Number miles run by passenger trains	381,243
2. Number miles run by freight and mixed trains	489,297
3. Number miles run by wood, gravel and construction trains.....	140,522
4. Mileage of switching trains	142,854
5. Total mileage.....	<u><u>1,153,416</u></u>

PASSENGER TRAFFIC.

6. Total number of passengers carried	314,117
7. Number of passengers carried one mile (eastward).....	152,031
8. Number of passengers carried one mile (westward).....	162,086
9. Total number of passengers carried one mile.....	12,076,755
10. Rate per passenger per mile.....	.03 ⁴³ / ₁₀₀ cts
11. Average distance traveled by each passenger	<u><u>.38 ⁴⁴/₁₀₀ miles</u></u>

TONNAGE OF FREIGHTS CARRIED.¹

	Tons.	Pounds.
1. Grain	47,958	1,178
2. Flour	15,664	921
3. Provisions	22,946	119
4. Salt, cement, water lime and stucco.....	7,276	728
5. Manufactures, including agricultural implements, furniture and wagons....	27,567	749
6. Live stock.....	8,460	177
7. Lumber and forest products	304,570	903
8. Iron, lead and mineral products	20,352	940
9. Stone, brick, lime, sand, etc.....	25,131	448
10. Coal	14,949	14
11. Merchandise and other articles.....	50,185	1,803
12. All other freights not above enumerated	21,575	1,757
13. Total freight in tons	<u>566,637</u>	<u>1,237</u>

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile.....	52,477,004 ³³ / ₁₀₀
16. Number of tons of freight carried (eastward) ...	394,940 ³³ / ₁₀₀
17. Number of tons of freight carried (westward)	171,696 ³³ / ₁₀₀
18. Average rate per ton per mile on all freights carried...	<u><u>.02 ²²/₁₀₀</u></u>

¹ Great care should be taken in giving tonnage of freight, for purposes of tabulation.

Wisconsin Central Railroad.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$2,388 24
2. Earnings per mile of road on passengers.....	906 07
3. Earnings per mile of road on mails, express and all other sources	178 09
4. Total earnings, per mile	<u>\$3,472 40</u>
5. Net earnings per mile	<u>\$853 61</u>
6. Earnings per train mile run, on freight.....	2 28
7. Earnings per train mile run, on passengers }	1 24
8. Earnings per train, passenger service }	
9. Total earnings per train mile	<u>\$1.827</u>
10. Net earnings per train mile, rentals not included in expenses, also deducting interest and taxes	75
11. Of the earnings of the entire line, what is the ratio of the passengers to the freight? Answer: As 38 to 100.	
12. What is the passenger rate per mile?.....	.03 ⁴³⁵ / ₁₀₀ cents.
13. Number of passengers carried one mile	12,076,755
14. Average number of miles of operated road upon which above estimates are based	<u>458</u>

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses per mile of road (not including rentals, interest or taxes)	\$2,037 23
2. Average operating expenses per train mile (not including rentals interest or taxes).....	1 07
3. Cost of maintaining track and bridges per mile	635 88
4. Cost of repairs of engines per mile run ...	039
5. Cost of engineers and firemen per mile run	064
6. Cost of oil and waste per mile run.....	011
7. Cost of fuel per mile run	<u>094</u>

EARNINGS, AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

Gross earnings	\$1,590,359 83
Deduct operating expenses and taxes	948,594 02
Leaving net earnings (including rentals not yet deducted).....	<u>\$641,765 81</u>
Amount of rentals paid	\$250,810 41
Amount of interest paid	95,500 00
Total of rentals and interest	<u>\$346,310 41</u>
Balance	<u>295,455 40</u>

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest "accrued," and this gives the amounts "paid."

Wisconsin Central Railroad.

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	17	27	44
Number of passenger cars.....	3	20	23
Number of baggage, mail and express cars.....	5	5	10
Number of parlor or sleeping cars.....	0	2	2
Number of freight cars (basis of 8 wheels).....	1,054	627	1,681
Number of other cars.....	3	28	31

GENERAL QUESTIONS.**U. S. MAIL.**

1. What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service?
\$35 to \$58 per mile per ton.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company does all the express business and such miscellaneous freight as they can secure. They charge about 1½ first class freight rates. The W. C. R. R. agents at smaller stations are also agents for the express company. The American Express Company pays the trustees at the rate of 10 cents per ton per mile, with special rate for fish.

TRANSPORTATION COMPANIES.

3. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?

None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

Two lines of sleepers are run upon this road. One line is operated by the trustee with charge of \$1.50 per berth. Another line is operated by the Woodruff Sleeping Car Company, with charge of from \$1.50 to \$2.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?

No.

Wisconsin Central Railroad.

6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state since your last report?
No.
7. Have you acquired any lines in or out of this state by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.
Have operated the Packwaukee & Montello Railroad, paying the interest on its bonds.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No material advance in rates of freight on any of the articles enumerated.
12. Have you made any reduction in such rates, from any station, since the date of last report?
If you answer either of questions 11 or 13, in the affirmative, annex to your reply schedules, naming the stations, with distances and rates in force at date of last report, on 1st, 2d, 3d and 4th class freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
No material advance in rates of freight on any of the articles enumerated.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?
Rule No. 2 of our book of instructions reads: The use of intoxicating liquors of any kind by an employe is detrimental to himself, to the interests of the company, and only those who abstain from its use will be employed. This rule is rigidly enforced.

LANDS RECEIVED AND SOLD, &c.

1. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
None.
2. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number of acres received by your company, directly or indirectly, since date of last report?
None.
3. What number of acres sold and conveyed since date of your last report?
3,965.62 acres.
4. Average price, per acre, realized?
\$3.16.
5. Number of acres now held by company?
493,623.30 acres — estimated.

Wisconsin Central Railroad.

6. Amount of land sold, but not conveyed, under contracts now in force?
25,580.81 acres.
7. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
None.
8. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
\$32,823.80.
10. What amount of cash received, principal and interest, on contracts forfeited, since date of last report?
\$575.05.
11. Whole amount of cash received for stumpage, trespass, etc., since date of last report?
\$88 036.72.
12. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
\$41,785.95.
13. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
\$344,179.20.
14. What is the amount now due the company on lands sold, or contracted to be sold?
\$60,431.23.

Wisconsin Central Railroad.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.															
Number of accidents.	Name.	Place.	Date.	PASSENGERS.			EMPLOYEES.			OTHERS.					
				From causes beyond their control.	By their own misconduct or want of caution.	From causes beyond their control.	By their own misconduct or want of caution.	From causes beyond their control.	By their own misconduct or want of caution.						
1	James McCadden.....	Portage.....	July 13.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Frank Sojer.....	Sherwood.....	Aug. 10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	R. Edwards.....	Dale.....	Sept. 3.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	H. E. Carson.....	Pine Creek.....	Sept. 20.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	W. Hatch.....	Stevens Point.....	Sept. 26.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	J. F. Ferguson.....	Spencer.....	Sept. 14.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	John Lawlor.....	Ogema.....	Oct. 26.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	E. E. Rubin.....	Spencer.....	Nov. 8.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	M. Konovan.....	Menasha.....	Nov. 21.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	M. W. Cameron.....	Appleton.....	Dec. 27.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	J. W. Fleming.....	Abbotsford.....	Jan. 10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Emile Alperstadt.....	Elkhart.....	Jan. 23.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Richard McBride.....	Milwaukee.....	Feb. 23.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	G. M. Babcock.....	Stevens Point.....	Mar. 10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Chas. F. Henning.....	Packwaukee.....	April 11.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Andrew Johnson.....	Plymouth.....	April 7.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	N. B. Surritt.....	Dorchester.....	April 25.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Christian Johnson.....	Medford.....	May 31.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Ben Straub.....	Neenah.....	June 25.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals on whole line.....				1	.....	2	.....	2	.....	9	.....	3	.....	2	.....

*Wisconsin Central Railroad.*NUMBER AND KIND OF FARM ANIMALS KILLED, AND
AMOUNT OF DAMAGES PAID THEREFOR.

	Number killed.	Amount paid.
1. Cattle	125	\$3,557 00
2. Horses	14	1,400 00
3. Mules	1	125 00
4. Sheep	7	33 25
5. Hogs	8	59 00
6. Total	155	\$5,174 34
7. Amount claimed yet unsettled, or in litigation		\$1,144 00

STATE OF WISCONSIN, }
County of Milwaukee. } ss.

I, Charles L. Colby, agent for John A. Stewart and Edwin H. Abbot, as they are trustees in possession of the Wisconsin Central Railroad, being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 1st day of July, A. D. 1882, to the best of my knowledge and belief.

(Signed) CHARLES L. COLBY,
Agent for John A. Stewart and E. H. Abbot, trustees in possession of the Wisconsin Central Railroad.

Subscribed and sworn to before me, this 31st day of October, A. D. 1882.

(Signed)
[SEAL.]

FREDERICK ABBOT,
Notary Public.
Milwaukee County, Wisconsin.

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

REPORT

OF THE

**WISCONSIN AND MINNESOTA & CHIPPEWA FALLS
AND WESTERN RAILROADS.**

FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
Chas. L. Colby.....	President and Treasurer	Milwaukee, Wis.
Edwin H. Abbot.....	Vice President and Secretary	Milwaukee, Wis.
F. N. Finney.....	General Manager.....	Milwaukee, Wis.
James Barker	Auditor and G. P. A.....	Milwaukee, Wis.
T. H. Malone	General Freight Agent.....	Milwaukee, Wis.
G. Campbell.....	Superintendent.....	Stevens Point, Wis.
C. R. Hanchett.....	Assistant Superintendent....	Stevens Point, Wis.

1. General offices at Milwaukee, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
C. L. Colby	Milwaukee, Wis.	E. H. Abbot.....	Milwaukee, Wis.
J. L. Colby.....	Milwaukee, Wis.	Howard Morris..	Milwaukee, Wis.
F. A. Finney.....	Milwaukee, Wis.		

3. Date of annual election of directors, last Wednesday in May.

4. Name and address of person to whom correspondence concerning this report should be directed

CHAS. L. COLBY.

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income	\$237,969 70
2. Operating expenses.....	102,991 51
3. Excess of income over operating expenses.....	134,978 19
4. Taxes	2,172 77
5. Rentals (specifying amount to each company).....	18,500 00
Chippewa Falls & W. R'y	18,500 00
6. Interest accrued during the year, viz:	
On funded debt Wisconsin and Minnesota R. R.	56,700 00
9. Total of 4, 5 and 6	77,372 77
10. ¹ Balance for the year June 30, 1882, being the difference between 3 and 9.....	57,605 42

CAPITAL STOCK.

Capital stock authorized by charter Wisconsin & Minnesota Railroad	\$810,000 00
Chippewa Falls & Western Railroad	160,000 00
¹ Proportionate amount of same for Wisconsin. Entire road in Wisconsin.	

There has been no change in stock issues of either road
since last report.

Total amount of stock now outstanding.....	<u><u>\$970,000 00</u></u>
--	----------------------------

¹ NOTE — Made on a basis of miles of road within the state relative to the whole number
of miles owned by the company.

FUNDED DEBT.

1. Describe, specifically, all outstanding bonds, giving amounts, date of issue rate of interest and where and when payable.	
First mortgage Wisconsin & Minnesota R. R., Boston, Mass., April and October, at 7 per cent.....	\$810,000 00
First mortgage Chippewa Falls & Western R. R., New York, N. Y., May and November, assumed by W. & M., at 7 per cent.....	150,000 00
2. Total bonded indebtedness.....	<u><u>\$960,000 00</u></u>

¹ State whether surplus or deficit.

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

RECAPITULATION.

	In Wisconsin.	Whole line.
3. Total of capital stock.....	\$970,000 00	\$970,000 00
4. Total of bonded indebtedness.....	960,000 00	960,000 00
5. Total of unfunded and floating debt .	51,032 88	51,032 88
6. Total of stock and debt.....	\$1,981,032 88	\$1,981,032 88
7. Capital stock per mile of road of Wisconsin & Minnesota and C. F. & W. Railroads.....	\$15,038 76	\$15,038 76
8. Bonded indebtedness per mile of road.	14,883 73	14,883 73
9. Unfunded and floating debt per mile of road.....	791 20	791 20
10. Total of stock and debt per mile	\$30,713 69	\$30,713 69
11. Number of miles of road on which stock and debt are apportioned ...	64.5	64.5

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify, particularly, in what they consist:	
Bills payable	\$20,000 00
Bills audited (vouchers and pay rolls)	6,238 95
Total.....	\$26,238 95

QUICK ASSETS.

1. Specify particularly:	
Balance sundry individual accounts.....	\$3,394 83
National Exchange Bank.....	916 50
Total.....	\$4,311 33

ANALYSIS OF EARNINGS.

1. Earnings from local passengers.....	\$77,218 73
2. Earnings from through passengers.....	8,034 14
3. Earnings from express and baggage.....	1,774 14
4. Earnings from mails.....	4,167 50
5. Earnings from other sources passenger department...	4,437 11
6. Total earnings, passenger dep't.....	\$95,631 62
7. Earnings from local freight.....	22,569 07
8. Earnings from through freight....	117,872 08
9. Earnings from all other sources freight department....	1,896 93
10. Total earnings freight department.....	\$142,238 08

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

11.	Total transportation earnings	237,969 70
14.	Total income from all sources	<u>\$237,969 70</u>
15.	Earnings per mile of road operated	\$3,689 45
16.	Earnings per train mile run from all trains earning revenue	2 02
17.	Earnings from passenger trains per train mile run	1 45
18.	Earnings from freight trains per train mile run	2 74
19.	Number of miles of road operated (question 15)	64.5
20.	Number train miles run by all trains earning revenue (question 16)	117,644
21.	Number train miles run by passenger trains (question 17)	65,798
22.	Number train miles run by freight trains (question 18) ..	<u>51,846</u>

ANALYSIS OF EXPENSES.

1.	Salaries of general officers and clerks	\$6,600 00
3.	Insurance	84 87
4.	Stationery and printing. No account kept.	
5.	Outside agencies and advertising	92 55
6.	Contingencies and miscellaneous	8,056 51
7.	Repairs of bridges (including culverts and cattle guards) ..	1,094 11
8.	Repairs of buildings	576 84
9.	Repairs of tools and machinery	69 70
10.	Repairs of fences, road-crossings and signs	79 11
12.	Renewal of ties. [No. laid, 7,418.]	
13.	Repairs of road-bed and track	20,602 76
14.	Repairs of locomotives	3,943 02
15.	Fuel for locomotives (also for stations)	10,967 62
16.	Water supply	354 91
17.	Oil and waste	1,063 02
18.	Locomotive service, salaries and wages	8,187 41
19.	Repairs of passenger cars	1,784 66
20.	{ Freight.. } train service, salaries and wages conduct- }	8,981 20
	{ Passenger } ors and trainmen	
21.	Passenger train supplies. See 32.	
22.	Mileage passenger cars, debit balances ...	1,000 00
23.	Repairs of freight cars	3,920 60
24.	Freight train service, salaries and wages. See No. 20.	
25.	Freight train supplies. See No. 32.	
26.	Mileage freight cars, debit balances	6,823 81
27.	Telegraph expenses	1,693 63
28.	Loss and damage, freight and baggage	245 19
29.	Loss and damage, property and cattle	623 24
30.	Personal injuries	80 60
31.	Agents and station service, salaries and wages	14,997 80
32.	Station supplies	1,868 35
33.	Total operating expenses	<u>\$102,991 51</u>
34.	Taxes	<u>2,172 77</u>
35.	Total operating expenses and taxes	<u>\$105,164 28</u>
36.	Percentage of operating expenses to earnings .....	.43
37.	Percentage of operating expenses and taxes to earnings ..	<u>.44</u>

*Wisconsin & Minnesota and Chippewa Falls & Western R'ds.*MONTHLY EARNINGS FROM ALL SOURCES FOR THE YEAR
ENDING JUNE 30, 1882.

MONTHS.	Passengers.	Freight.	Mails, express and all other sources.	Total.
1881.				
July.....	\$4,554 80	\$7,563 66	\$2,059 96	\$14,178 42
August.....	4,569 74	8,716 70	2,025 66	15,312 10
September.....	5,330 10	10,418 74	975 84	16,724 68
October.....	5,650 52	9,388 71	1,638 61	16,677 84
November.....	9,557 66	13,279 03	1,418 36	24,255 05
December.....	7,797 54	18,494 10	923 68	27,215 32
1882.				
January.....	5,971 32	12,986 28	393 86	19,351 46
February.....	5,521 68	10,292 68	555 65	16,370 01
March.....	10,237 95	15,222 70	395 90	25,856 55
April.....	11,410 56	13,453 15	637 95	25,501 66
May.....	7,587 88	11,556 57	742 14	19,886 59
June.....	7,063 12	9,068 83	508 07	16,640 02
Totals.....	\$35,252 87	\$140,441 15	\$12,257 68	\$237,969 70

MONTHLY EXPENSES.

MONTHS.	Operating expenses.	Taxes.	Rentals.	Interest.	Total.
1881.					
July.....	\$7,848 00				\$7,848 00
August.....	7,201 54				7,201 54
September.....	8,335 70				8,335 70
October.....	8,577 31			\$28,350 00	36,927 31
November.....	9,507 51		\$9,250 00		18,757 51
December.....	7,599 98	\$2,172 77			9,772 75
1882.					
January.....	8,379 62				8,379 62
February.....	6,589 94				6,589 94
March.....	8,038 28				8,038 28
April.....	8,568 16			28,350 00	36,918 16
May.....	12,563 56		9,250 00		21,813 56
June.....	9,781 91				9,781 91
Totals.....	\$102,991 51	\$2,172 77	\$18 500 00	\$56,700 00	\$180,864 28

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

PROPERTY ACCOUNTS, CHARGES AND CREDITS DURING THE YEAR.

1. Grading and masonry....	\$1,005 91
2. Bridging	932 23
4. Land, land damages and fences.....	4,593 19
5. Passenger and freight stations, wood sheds and water stations.....	964 69
8. Engineering, agencies, salaries and other expenses during construction	13,463 70
10. Total for construction	<u>\$20,979 71</u>
16. Other expenditures charged to property account (specifying same):	
Improvement in cars.....	\$100 00
Outfit and tools	102 82
17. Total expenditures charged to property accounts.	<u>\$202 82</u>
19. Net addition to property account for the year.....	<u>21,182 53</u>

COST OF ROAD.
CONSTRUCTION AND EQUIPMENT.

1. Cost of line June 30, 1881.....	\$1,676,085 58
2. Paid for construction during the year, as per construction account on page 10..	20,979 71
3. Paid for equipment during the year, as per equipmeet account on page 10..	202 82
4. Total expended for construction and equipment during the year ending, June 30, 1882.....	<u>21,182 53</u>
5. Total cost of entire line to date, June 30, 1882.....	<u>\$1,697,218 11</u>
6. Miles of road.....	64.5
7. Cost of road per mile.....	\$26,313 46

PERSONS EMPLOYED AND SALARIES PAID.

	No. of persons employed.	Average salary per annum.	Total salaries.
Division, assistant superintendants and road-masters	2	\$300 00	\$600 00

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

GENERAL BALANCE SHEET FOR THE YEAR ENDING JUNE 30, 1882.

ASSETS.	Dollars. Cts.	LIABILITIES.	Dollars. Cts.
Railroad	\$1,688,345 77	Stock	\$310,000 00
Construction and equipment accounts	8,872 34	First mortgage bonds	810,000 00
Interest and exchange	122,452 17	Bills payable	20,000 00
Balance sundry individual accounts	5,047 41	Bills audited (vouchers and pay rolls)	6,238 95
National exchange bank	916 50	Net earnings	69,684 82
		Profit and loss (to Jan. 1, 1882)	109,710 42
	\$1,825,634 19		\$1,825,634 19

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. Main line, single track: From Abbotsford to Chippewa Falls.....	54.
From Chippewa Falls to Eau Claire	10.5
Total miles of track owned.....	<u>64.5</u>

Number of junction stations. None.

What is the gauge of your lines?

4 feet, 8½ inches.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

1. Number miles run by passenger trains.....	65,798
2. Number miles run by freight and mixed trains.....	51,846
3. Number miles run by wood and gravel trains.....	29,570
4. Mileage of switching trains.....	17,790
5. Total mileage.....	<u>165,004</u>

PASSENGER TRAFFIC.

6. Total number of passengers carried	111,187
7. Number of passengers carried one mile (eastward).....	55,189
8. Number of passengers carried one mile (westward).....	55,998
9. Total number of passengers carried one mile	2,415,519
10. Rate per passenger per mile.....	.03 $\frac{43}{100}$ cents.
11. Average distance traveled by each passenger	<u>21 $\frac{2}{100}$ miles.</u>

TONNAGE OF FREIGHTS CARRIED.

	Tons.	Pounds.
1. Grain.....	6,054	1,016
2. Flour	1,787	1,822
3. Provisions.....	542	1,645
4. Salt, cement, water lime and stucco	776	740
5. Manufactures, including agricultural implements, furniture and wagons.....	3,012	.....
6. Live stock.....	1,292	700
7. Lumber and forest products.....	71,457	1,421
8. Iron, lead and mineral products	5,737	1,280
9. Stone, brick, lime, sand, etc.	4,976	195
10. Coal.....	3,245	1,628
11. Merchandise and other articles	10,030	1,418
12. All other freights not above enumerated.....	7,534	396
13. Total freight in tons.....	<u>116,448</u>	<u>256</u>

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

(MILEAGE AND TONNAGE.)

15. Number of tons of freight carried one mile	5,741,404 ⁵⁴³ ₂₀₀₀
16. Number of tons of freight carried (eastward)	31,014 ⁸²⁴ ₂₀₀₀
17. Number of tons of freight carried (westward)	85,433 ⁴⁰² ₂₀₀₀
18. Average rate per ton per mile on all freights carried ...	.02 ⁴⁴⁵ ₁₀₀ cts.

MILEAGE EARNINGS FOR THE YEAR.

1. Earnings per mile of road on freight	\$2,177 38
2. Earnings per mile of road on passengers	1,321 75
3. Earnings per mile of road on mails, express and all other sources	190 32
4. Total earnings, per mile	\$3,689 45
5. Net earnings per mile, rentals and taxes included in expenses	\$1,934 96
6. Earnings per train mile run, on freight	2 74
7. Earnings per train mile run, on passengers	1 45
8. Earnings per train mile run on mails, express and all other sources	1 04
9. Total earnings, per train mile	\$3 02
10. Net earnings per train mile, rentals and taxes included in expenses	\$1 06
11. Of the earnings of the entire line what is the ratio of the passengers to the freight? Answer: 60 to 100.	
12. What is the passenger rate per mile? .....	.03 ⁵³³ ₁₀₀₀
13. Number of passengers carried one mile	2,415 519
14. Number of miles of operated road upon which above estimates are based	64.5

MISCELLANEOUS OPERATING EXPENSES.

1. Average operating expenses exclusive of rentals, taxes and interest, per mile of road	\$1,596 76
2. Average operating expenses, exclusive of rentals, taxes and interest, per train mile	87
3. Cost of maintaining track and bridges per mile of road ..	336 39
4. Cost of repairs of engines per mile run	03
5. Cost of engineers and firemen per mile run	05
6. Cost of oil and waste for engines per mile run	007
7. Cost of fuel per mile run	066

EARNINGS AND EXPENSE STATEMENT.

CONDENSED STATEMENT OF GROSS EARNINGS, AND OF SUMS ACTUALLY PAID.

Gross earnings	\$237,969 70
Deduct operating expenses and taxes	105,164 28
Leaving net earnings	\$132,805 42

¹ The difference between this statement and the General Exhibit is, that the exhibit gives rentals and interest as "accrued," and this gives the amounts "paid."

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

Amount of rentals paid	8,000 00
Amount of interest paid.....	\$67,200 00
Total of rentals and interest.....	75,200 00
Balance	57,605 49
Miles of road operated upon which above estimates are based	64.5

EQUIPMENT.

	Leased	Owned	Total.
Number of locomotives	1	1	2
Number of passenger cars.....	2	2	4
Number of baggage, mail and express cars.....	1	1	2
Number of other cars	1	1	2
	4	3	7

GENERAL QUESTIONS.

U. S. MAIL.

1. What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service?
\$699.28 every 3 months.

EXPRESS COMPANIES.

2. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? What kind of business is done by them, and do you take their freight at the depot or at the office of such express companies?

American Express Company does all the express business and such miscellaneous freight as they can secure. They charge about 1½ first class freight rates. The W. & M. R. R. agents at smaller stations are also agents for the American Express Company. The W. & M. R. R. is paid by the American Express Company at the rate of 10 cents per ton per mile, special rates for fish.

TRANSPORTATION COMPANIES.

2. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?
None.

SLEEPING CARS.

4. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
None.

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

5. Have you acquired any additional chartered rights or privileges under the special or general laws of this State, directly or indirectly, since your last report?
None.
6. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
No.
7. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, you will please furnish this office a copy of the lease.
None.
8. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation, owning or having under its control a parallel or competing line?
No.
9. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
No.
10. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
None.
11. Have you made any advance in the rates of freight, from stations on your line, since the date of your last report?
No material advance in rates of freight on any of the articles enumerated.
12. Have you made any reduction in such rates, from any stations, since the date of last report?
If you answer either of questions 11 or 12 in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at date of last report, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
No reduction in rates of freight on any of the articles enumerated.
13. Has your company any rule governing your conductors, engineers, trainmen and switchmen, concerning the use of intoxicating liquors?
If so, what is it, *and is it enforced?*
Rule No. 2 of our book of instructions reads: "The use of intoxicating liquor of any kind by an employe is detrimental to himself and the interests of the company, and only those who abstain from its use will be employed." This rule is rigidly enforced.

ACCIDENTS.

1. E. C. Quackenbush, of Cadott, a passenger, was killed July 21st, by his own misconduct or want of caution.
2. John Dunn, of Boyd, was killed by his own misconduct or want of caution.

Wisconsin & Minnesota and Chippewa Falls & Western R'ds.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT
OF DAMAGES PAID THEREFOR.**

	Number killed.	Amount paid.
1. Cattle.....	18	\$568 35
2. Horses.....	2	160 00
5. Hogs.....	1	6 00
6. Total	21	\$734 35

STATE OF WISCONSIN, }
County of Milwaukee, } ss.

I, Charles L. Colby, President of the Wisconsin & Minnesota and Chippewa Falls & Western railroads being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1882, to the best of their knowledge and belief.

Signed,

[L. s.]

CHAS. L. COLBY, *President.*

Subscribed and sworn to before me, this thirty-first day of October, A. D. 1882.

[L. s.]

FRED. ABBOTT,
Notary Public, Milwaukee County, Wis.

Wisconsin and Michigan Railroad Company.

REPORT
OF THE
WISCONSIN AND MICHIGAN RAILROAD CO.
FOR THE YEAR ENDING JUNE 30, 1882.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAMES.	ADDRESS.
President.....	Jesse Hoyt.....	New York...
Vice President.....	James C. Spencer	Milwaukee.
Secretary	Ephraim Mariner	Milwaukee.
Treasurer ...	Guido Pfister	Milwaukee.
General Solicitor	Ephraim Mariner	Milwaukee.

1. General offices at Milwaukee.

2. Designate principal office in Wisconsin as per section 1750, revised statutes.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Jessie Hoyt.....	New York.	James C. Spencer....	Milwaukee.
Angus Smith	Milwaukee.	Ephraim Mariner ...	Milwaukee.
Guido Pfister	Milwaukee.	Frederich Vogel, Jr..	Milwaukee.

3. Date of Annual election of directors. First Monday in June.

4. Name and address of person to whom correspondence concerning this report should be directed

JAMES C. SPENCER, Vice President.

GENERAL EXHIBIT FOR THE YEAR ENDING JUNE 30, 1882.

1. Total income \$3,769 00
Only a construction train ran on the road prior to June 30.
1. Operating expenses. No account taken of operating expenses, train being run for construction.

CAPITAL STOCK.

Capital stock authorized by charter..... \$2,000,000 00
No stock of any kind has ever been issued.

Wisconsin and Michigan Railroad Company.

FUNDED DEBT.

No bonds have been issued.

UNFUNDED AND FLOATING DEBT.

1. Amount of unfunded and floating debt, amount of money spent..... \$388,822 78

RECAPITULATION.	IN WISCONSIN.	WHOLE LINE.
5. Total of unfunded and floating debt ..	388,822 78	388,822 78
6. Total debt.....	388,822 78	388,822 78
9. Unfunded and floating debt per mile of road	14,954 72	14,954 72
10. Total of stock and debt per mile...	14,954 72	14,954 72

STATEMENT OF FLOATING OR UNSECURED DEBT.

IMMEDIATE LIABILITIES.

1. Specify particularly, in what they consist:
 Liability for advances for construction..... \$388,822 78

CHARACTERISTICS OF ROAD.

(ROADS OWNED.)

1. Main line: From Fort Howard to Stiles *Miles* 26

EQUIPMENT.

- Number of locomotives..... 1
 Number of passenger cars..... 1
 Number of freight cars (basis of 8 wheels) 45

STATE OF WISCONSIN,) ss.
 County of Milwaukee,)

James C. Spencer, Vice-President and Ephraim Mariner, Secretary of the Wisconsin & Michigan Railroad Company, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of July, A. D. 1882, to the best of their knowledge and belief.

(Signed,)

[L. s.]

J. C. SPENCER,
E. MARINER.

Subscribed and sworn to before me, this ninth day of September, A. D. 1882.

[L. s.]

ADOLF HERDEGEN,
 Notary Public, Milwaukee Co., Wis.

Roads in Process of Construction.

OFFICERS
OF
ROADS IN PROCESS OF CONSTRUCTION
AND OF
PROJECTED ROADS.

NORTHERN PACIFIC RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President.....	Henry Villard.....	New York, N. Y.
Vice President	Thomas F. Oakes....	New York, N. Y.
2d Vice President.....	Anthony J. Thomas ..	New York, N. Y.
Secretary.	Samuel Wilkeson....	New York, N. Y.
Treasurer	Robt. L. Belknap ...	New York, N. Y.
General Counsel.....	George Gray.....	New York, N. Y.
Chief Engineer.....	Adna Anderson.....	Brainerd, Minn.
General Manager	Herman Haupt.....	St. Paul, Minn.
Genl. Supt. Western Div ..	J. W. Sprague	New Tekoma, Wash. T.

EXECUTIVE COMMITTEE.

Henry Villard, Chairman, Frederick Billings, Robert Harris,
Elijah Smith, Artemus H. Holmes, J. L. Stackpole.
1. General offices at 82 Broadway, New York City.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Frederick Billings ...	Vermont .	Henry Villard.....	New York.
A. H. Barney.....	New York.	J. L. Stackpole.....	Boston.
John W. Ellis.....	New York.	Elijah Smith	Boston.
R. G. Rolston	New York.	B. P. Cheney	Boston.
Robert Harris.....	New York.	J. C. Bullitt	Boston.
Thomas F. Oakes	New York.	Henry E. Johnston ..	Baltimore.
A. H. Holmes.....	New York.		

8. Date of annual election of directors, 3d Thursday in September.

12—RAIL. COM.

Roads in Process of Construction.

GALESVILLE & MISSISSIPPI RIVER RAILROAD COM-
PANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President.....	Albert Keep	Chicago, Ill.
Vice President.....	Marvin Hughitt.....	Chicago, Ill.
Treasurer	M. M. Kirkman.....	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.

EXECUTIVE COMMITTEE.

Albert Keep, Marvin Hughitt, J. D. Layng,
 M. M. Kirkman, J. B. Redfield.
 Principal office in Wisconsin, Galesville.

NAME OF DIRECTORS.	RESIDENCE.	NAME OF DIRECTORS.	RESIDENCE.
Albert Keep	Chicago, Ill.	J. D. Layng	Chicago, Ill.
Marvin Hughitt.....	Chicago, Ill.	Chas. E. Simmons....	Chicago, Ill.
J. B. Redfield	Chicago, Ill.	E. H. Johnson	Chicago, Ill.
M. M. Kirkman	Chicago, Ill.		

3. Date of annual election of Directors, first Monday in April.

Roads in Process of Construction.

CHIPPEWA VALLEY & SUPERIOR RAILWAY COMPANY.**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

OFFICERS.	NAME.	ADDRESS.
President	J. C. Easton	Eau Claire, Wis.
Secretary	A. J. Easton	Lanesboro, Minn.
Treasurer	John Johnston	Milwaukee, Wis.
Chief Engineer	William R. Sill	Eau Claire, Wis.
Auditor and Paymaster	C. R. Jackwitz	Eau Claire, Wis.

EXECUTIVE COMMITTEE.

None appointed.

1. General offices at Milwaukee and Eau Claire.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Jason C. Easton ...	Chatfield, Minn.	William Wilson .	Menomonie, Wis.
John W. Cary	Milwaukee, Wis.	George Shaw	Eau Claire, Wis.
John Johnston	Milwaukee, Wis.	William A. Rusk .	Eau Claire, Wis.
Lucien F. Easton ..	Lanesboro, Minn.		

3. Date of annual election of directors, second Monday in June.

Chippewa Valley & Superior Railway was transferred to Chicago, Milwaukee & St. Paul Railway November 15, 1882.

- 3. Date of Annual Election of Directors, 2d Tuesday in October.**

Roads in Process of Construction.

CHIPPEWA FALLS & NORTHERN RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	E. W. Winter	St. Paul, Minn.
Vice President	Jno. C. Spooner	Hudson, Wis.
Secretary and Treasurer	C. W. Porter	Hudson, Wis.

EXECUTIVE COMMITTEE.

E. W. Winter, Jno. C. Spooner, C. W. Porter.

1. General offices at Hudson, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
E. W. Winter	St. Paul, Minn.	C. W. Porter	Hudson, Wis.
Jno. C. Spooner	Hudson, Wis.	Chas. L. Catlin ..	St. Paul, Minn.
Wm. H. Phipps	Hudson, Wis.		

3. Date of annual election of directors, first Saturday after third Thursday in May.

Roads in Process of Construction.

ASHLAND RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	E. W. Winter	St. Paul, Minn.
Vice President	Jno. C. Spooner	Hudson, Wis.
Secretary and Treasurer	C. W. Porter	Hudson, Wis.

EXECUTIVE COMMITTEE.

E. W. Winter.

Jno. C. Spooner.

C. W. Porter.

1. General offices at Hudson, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
E. W. Winter.....	St. Paul, Minn.	C. W. Porter.....	Hudson, Wis.
Jno. C. Spooner...	Hudson, Wis.	D. B. Taylor.....	Hudson, Wis.
Wm. H. Phipps...	Hudson, Wis.		

3. Date of annual election of directors: First Saturday after third Thursday in May.

ST. CROIX & CHIPPEWA RIVER RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Oliver S. Powell	River Falls, Pierce Co., Wis.
Secretary	J. B. Thayer	River Falls, Pierce Co., Wis.
Treasurer	J. M. Smith	River Falls, Pierce Co., Wis.

1. General offices at River Falls, Wis.

Roads in Process of Construction.

CEDAR FALLS & NORTHERN RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	E. W. Winter....	St. Paul, Minn.
Vice President.....	Jno. C. Spooner.	Hudson, Wis.
Secretary and Treasurer	C. W. Porter.....	Hudson, Wis.

EXECUTIVE COMMITTEE.

E. W. Winter, Jno. C. Spooner and Wm. H. Phipps.

1. General Offices at Hudson, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
E. W. Winter.....	St. Paul, Minn.	D. M. White.....	Hudson, Wis.
C. W. Porter.....	Hudson, Wis.	Jno. C. Spooner .	Hudson, Wis.
W. H. Phipps	Hudson, Wis.		

3. Date of Annual Election of Directors, first Saturday after first Thursday in June.

Roads in Process of Construction.

EAU CLAIRE & CHIPPEWA FALLS RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	E. W. Winter	St. Paul, Minn.
Vice president	Jno. C. Spooner	Hudson, Wis.
Secretary and Treasurer	C. W. Porter	Hudson, Wis.

EXECUTIVE COMMITTEE.

E. W. Winter, Jno. C. Spooner, C. W. Porter.

1. General offices at Hudson, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
E. W. Winter.....	St. Paul, Minn.	C. W. Porter.....	Hudson, Wis.
W. H. Phipps.....	Hudson, Wis.	Jno. C. Spooner..	Hudson, Wis.
C. L. Catlin.....	St. Paul, Minn.		

3. Date of annual election of officers, first Saturday after third Thursday in May.

SPARTA & LAKE SUPERIOR RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Thomas B. Tyler	Sparta, Wis.
Vice President	M. A. Thayer.....	Sparta, Wis.
Treasurer	John T. Heimphill.....	Sparta, Wis.
General solicitor	S. N. Dickinson	Sparta, Wis.
Secretary	Ira A. Hill	Sparta, Wis.

1. General offices at Sparta, Wis.

Roads in Process of Construction.

NEILLSVILLE AND NORTHEASTERN RAILWAY COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	W. H. Upham	Marshfield, Wis.
Vice President	John Ringle.	Wausau, Wis.
Secretary and Gen'l Solicitor	R. J. MacBride.....	Neillsville, Wis.
Treasurer	L. A. Arnold.....	Marshfield, Wis.

EXECUTIVE COMMITTEE.

W. H. Upham, R. J. MacBride, L. A. Arnold.

1. General offices at Neillsville, Clark Co., Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
James Hewett	Neillsville, Wis.	L. A. Arnold.....	Marshfield, Wis.
R. J. MacBride ...	Neillsville, Wis.	John Ringle.....	Wausau, Wis.
W. H. Upham	Marshfield, Wis.		

8. Date of annual election of directors, last Saturday in August.

Roads in Process of Construction.

**WISCONSIN, PITTSVILLE & SUPERIOR RAILWAY
COMPANY.**

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Geo. Hiles	Dexterville, Wis.
Vice President	W. H. H. Cash	New Lisbon, Wis.
Treasurer	Lawrence Ward	Pittsville, Wis.
Secretary	R. T. Lund	Winona, Minn.
General Solicitor	C. W. Briggs	Grand Rapids, Wis.

1. General offices at Dexterville, Wis.

NAME OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
George Hiles	Dexterville, Wis.	W. H. H. Cash	New Lisbon, Wis.
James Hiles	Dexterville, Wis.	Silas H. Gould	Milwaukee, Wis.
Lawrence Ward ..	Pittsville, Wis.		

3. Date of annual election of directors, September 5, 1882.

Roads in Process of Construction.

ESCANABA & ST. PAUL RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Walter Brown.....	Little Rock, Ark.
Vice President.....	Wm. Houghton.....	Phillips, Wis.
Treasurer... ..	W. S. Hatton	Phillips, Wis.
Secretary and General Agent.	Willis Hand.....	Phillips, Wis.

EXECUTIVE COMMITTEE.

Walter Brown,

Wm. Houghton,

W. S. Hatton,

Willis Hand.

1. General offices at Phillips, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Walter Brown....	Little Rock, Ark.	Willis Hand. ...	Phillips, Wis.
Wm. Houghton...	Phillips, Wis.	O. E. Bussell	Neillsville, Wis.
W. S. Hatton	Phillips, Wis.		

3. Date of annual election of directors, August 2d.

Roads in Process of Construction.

MILWAUKEE & DUBUQUE RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	W. F. Dalrymple	Milwaukee, Wis.
Vice President	H. M. Benjamin	Milwaukee, Wis.
Secretary	Geo. H. Noyes	Milwaukee, Wis.
Treasurer	W. F. Dalrymple	Milwaukee, Wis.

EXECUTIVE COMMITTEE.

W. F. Dalrymple, H. M. Benjamin, W. B. Acocks.

1. General Offices at Milwaukee, Wis., 107 Wisconsin street, Room 5.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
W. F. Dalrymple .	Milwaukee, Wis.	N. H. Dalrymple.	Sugar Grove, Pa.
H. M. Benjamin ..	Milwaukee, Wis.	O. Dalrymple....	St. Paul, Minn...
Geo. H. Noyes....	Milwaukee, Wis.	W. B. Acocks....	Pittsfield, Pa...

2. Date of annual election of Directors, June —.

Roads in Process of Construction.

BEAVER DAM & NORTHWESTERN RAILWAY COMPANY.**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

OFFICERS.	NAME.	ADDRESS.
President	H. W. Lander	Beaver Dam, Wis.
Secretary	B. F. Sherman	Beaver Dam, Wis.
Treasurer	Theodore Huth	Beaver Dam, Wis.

1. General offices at Beaver Dam, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
H. W. Lander	Beaver Dam, Wis.	Geo. B. Congdon.	Beaver Dam, Wis.
B. F. Sherman....	Beaver Dam, Wis.	E. C. McFetridge.	Beaver Dam, Wis.
S. L. Rose	Beaver Dam, Wis.	Fred. Lehrkind..	Beaver Dam, Wis.
W. C. Griffiths.....	Beaver Dam, Wis.	M. W. Erway....	Beaver Dam, Wis.
Theo. Huth	Beaver Dam, Wis.		

3. Date of annual election of directors, April 1, 1883.

Roads in Process of Construction.

ST. CROIX & SUPERIOR RAILROAD COMPANY.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	Frederick Billings....	New York City, N. Y.
Vice President.....	Irwin W. Gates.....	Superior, Wis.
Secretary	Hiram Hayes.....	Superior, Wis.
Treasurer	Hiram Hayes.....	Superior, Wis.

EXECUTIVE COMMITTEE.

Frederick Billings,
Johnston Livingston,

Charles B. Wright,
Hiram Hayes.

1. General offices at Superior, Wis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Frederick Billings.	New York City.	Irwin W. Gates..	Superior, Wis.
Charles B. Wright.	Philadelphia, Pa.	Hiram Hayes....	Superior, Wis.
Johns. Livingston.	New York City.	H. W. Shaw	Superior, Wis.
George Gray	New York City.	James Bardon...	Superior, Wis.
H. E. Sargent.....	Chicago, Ill.		

3. Date of annual election of directors, last Tuesday in August.

Roads in Process of Construction.

**ASHLAND, MONTREALRIVER & ONTONAGON RAILWAY
COMPANY.**

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

OFFICERS.	NAME.	ADDRESS.
President	S. S. Vaughn	Ashland, Wis.
Vice President	Sam S. Fifield	Ashland, Wis.
Secretary	Thomas Bardon	Ashland, Wis.
Treasurer	C. F. Bowen	Ashland, Wis.

EXECUTIVE COMMITTEE

S. S. Vaughn, Sam S. Fifield, Thomas Bardon.

1. General offices at Ashland, Wisconsin.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
S. S. Vaughn	Ashland.	C. F. Bowen	Ashland.
Sam S. Fifield	Ashland.	W. M. Tompkins	Ashland.
Thomas Bardon	Ashland.		

NEW ORGANIZATIONS.

18 — RAIL. COM.

road

From a point at or near Galesville,
to a point on the

At Keokuk, Iowa, to
H. B. Burchard, Iowa, Clark, O.

Galesville, S. Minn.
Galesville, Minn.

Railroad Companies Organized since January 1, 1882.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK	DESCRIPTION OF ROAD.
April 5, 1882.	Galesville & Mississippi River R. R. Co.	A. H. Kneeland, G. G. Freeman H. Burchard, Isaac Clark, G. O. Gilbertson, L. O. Moe, A. H. Tibbels, A. A. Arnold, Joseph Deakin, F. T. Shrake, Daniel Kennedy, J. C. French, W. A. Johnston, George W. Gale, L. S. Odell and George H. Smith.	\$100,000 00	From a point at or near Galesville, to a point on the Mississippi river, at or near the village of Trempealeau, all in the county of Trempealeau.
April 21, 1882.	Beaver Dam & Northwestern Railway Co.	H. W. Lander, B. F. Sherman, S. L. Rose, W. C. Griffiths, Theodore Huite, George Congder, E. C. McPetridge, Frederick Lehrkind and M. W. Erway.	800,000 00	From a point of junction with the C. & N. W. Ry., at or near the village of Juneau, in Dodge county, in a northwesterly direction, to a point at or near the northwestern corner of said county of Dodge.
May 29, 1882.	St. Croix & Chippewa River R. R. Co.	Duncan McGregor, Oliver Powell, Emile W. Jackson, Joseph M. Smith, R. S. Burhyte, Chris. H. Boxrud, J. B. Thayer, S. J. Oakley and John D. Putnam.	500,000 00	From a point on Lake St. Croix, at or near Cat Fish Bar, in St. Croix county, via River Falls in Pierce county, to a point at or near Durand, Pepin county.
June 28, 1882.	Ashland Railway Co.	John C. Spooner, C. W. Porter, W. H. Phipps, S. L. Perrin and D. B. Taylor.	100,000 00	From a point of junction with the C. St. P. M. & O. Ry., in Sec. 10, T. 27, R. 5 W., county of Bayfield, Wis., and extend to, into and beyond the village of Ashland, Ashland Co., Wis.

Railroad Companies Organized since January 1, 1882.

RAILROAD COMPANIES ORGANIZED SINCE JANUARY 1, 1882—continued.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK.	DESCRIPTION OF ROAD.
Aug. 3, 1882.	Ashland, Montreal River & Ontonagon Railway Co.	Samuel S. Vaughn, Samuel S. Fifield, Thomas Bardon, Nathaniel Moore and William M. Thomkins.	\$1,000,000 00	From Ashland, Wis., to the Mon- treal river.
Aug. 9, 1882.	Markesan & Bran- don Railroad Co.	James Deansmore, S. Barter, G. W. Dart, S. D. Goodell, Wm. Pad- dock, S. W. Smith, C. N. Holbrook, S. W. Mather and N. B. Philips.	100,000 00	Brandon, in Fond du Lac county, to Markesan, in Green Lake county.
Sept. 2, 1882.	Wisconsin, Pitts- ville & Superior Railway Co.	George Hiles, James Hiles, Law- rence Ward, Silas H. Gould and W. H. H. Cash.	5,000,000 00	Necedah, in Juneau county, via Remington, Dexterville and Pitts- ville, in Wood county, to Bayfield, in Bayfield county.
	Milwaukee & Lake Winnebago Rail- road Co.	Joseph L. Colby, Milo P. Jewett, William F. Fitch, Willard Merrill and Howard Morris.	1,800,000 00	From some convenient point on the line of the Wisconsin Central Railroad in Neenah, Winnebago county, Wis., on the most feasible route, to a point on the line of Chi- cago, Milwaukee & St. Paul Rail- way, at or near Schleisingerville, in the county of Washington, in the state of Wisconsin.

TABULATION

FROM

RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1882.

Railroad Companies Organized since January 1, 1882.

RAILROAD COMPANIES ORGANIZED SINCE JANUARY 1, 1882.

DATE OF PATENT.	NAME OF COMPANY.	CORPORATORS.	CAPITAL STOCK	DESCRIPTION OF ROAD.
April 5, 1882.	Galesville & Mississippi River R.R. Co.	A. H. Kneeland, G. G. Freeman, H. Burchard, Isaac Clark, G. O. Gilbertson, L. O. Moc, A. H. Tibbets, A. A. Arnold, Joseph Deakin, F. T. Shrake, Daniel Kennedy, J. C. French, W. A. Johnston, George W. Gale, L. S. Odell and George H. Smith.	\$100,000 00	From a point at or near Galesville, to a point on the Mississippi river, at or near the village of Trempealeau, all in the county of Trempealeau.
April 21, 1882.	Beaver Dam & Northwestern Railway Co.	H. W. Lander, B. F. Sherman, S. L. Rose, W. C. Griffiths, Theodore Hult, George Congder, E. C. McPetridge, Frederick Lehrkind and M. W. Erway.	300,000 00	From a point of junction with the C. & N. W. Ry., at or near the village of Juneau, in Dodge county, in a northwesterly direction, to a point at or near the northwestern corner of said county of Dodge.
May 29, 1882.	St. Croix & Chippewa River R. R. Co.	Duncan McGregor, Oliver Powell, Emile W. Jackson, Joseph M. Smith, R. S. Burhyte, Chria. H. Boxrud, J. B. Thayer, S. J. Oakley and John D. Putnam.	500,000 00	From a point on Lake St. Croix, at or near Cat Fish Bar, in St. Croix county, via River Falls in Pierce county, to a point at or near Durand, Pepin county.
June 28, 1882.	Ashland Railway Co.	John C. Spooner, C. W. Porter, W. H. Phipps, S. L. Perrin and D. B. Taylor.	100,000 00	From a point of junction with the C., St. P. M. & O. Ry., in Sec. 10, T. 27, R. 5 W., county of Bayfield, Wis., and extend to, into and beyond the village of Ashland, Ashland Co., Wis.

Mileage of Roads Operated.

Elgin	Lake Geneva	8.70	36.34	.....	.....	.....	.....	.....	45.04
Geneva	St. Charles .....	.....	2.40	.....	.....	.....	.....	.....	2.40
Menominee R. Junc	Crystal Falls	17.39	.....	51.95	.....	.....	.....	.....	69.84
Janesville	Afton	6.10	.....	.....	.....	.....	.....	.....	6.10
Stanwood	Tipton .....	.....	.....	8.50	.....	.....	.....	.....	8.50
Clinton	Anamosa .....	.....	.....	70.97	.....	.....	.....	.....	70.97
Hoone	Coal Bank .....	.....	.....	3.25	.....	.....	.....	.....	3.25
Carroll	Kirkman .....	.....	.....	34.81	.....	.....	.....	.....	34.81
Manning	Audubon .....	.....	.....	17.00	.....	.....	.....	.....	17.00
Winona	Watertown .....	.....	.....	.....	288.50	34.48	.....	.....	822.98
Mankato Junction	Mankato .....	.....	.....	.....	.....	3.75	.....	.....	3.75
Sleepy Eye	Redwood Falls .....	.....	.....	.....	24.40	.....	.....	.....	24.40
Rochester	Zumbrota .....	.....	.....	.....	24.48	.....	.....	.....	24.48
Eyota	Plainview .....	.....	.....	.....	15.01	.....	.....	.....	15.01
Eyota	Chalfield .....	.....	.....	.....	11.46	.....	.....	.....	11.46
Tracy	Dakota Line .....	.....	.....	.....	46.40	.....	.....	.....	46.40
Dakota line	Pierre .....	.....	.....	.....	.....	209.11	.....	.....	209.11
Ordway Junc	Ordway .....	.....	.....	.....	.....	87.48	.....	.....	87.48
Watertown	Clark Center .....	.....	.....	.....	.....	31.00	.....	.....	31.00
Tarza	Elmore .....	.....	.....	.....	164.31	.....	.....	.....	164.31
Jewell Junc	D. M. & Mon. .....	.....	.....	.....	1.75	.....	.....	.....	1.75
Eagle Grove	Sioux Rapids .....	.....	.....	.....	68.10	.....	.....	.....	68.10
Jewell Junc	City .....	.....	.....	.....	58.80	.....	.....	.....	58.80
Total roads operated .....	.....	895.85	500.15	224.40	913.84	.....	414.00	362.07	8,310.81
Deduct mileage of leased lines .....	.....	.....	.....	.....	486.85	.....	.....	.....	486.85
Total mileage of roads owned .....	.....	895.85	500.15	224.40	426.99	.....	414.00	362.07	2,823.46
Elroy	St. Paul	177.70	.....	.....	.....	.....	19.90	.....	197.60
Stillwater Junction	Stillwater .....	.....	.....	.....	.....	.....	8.80	.....	3.80
North Wis. Junc.	Cable	120.00	.....	.....	.....	.....	.....	.....	120.00
Stillwater	St. Croix Bridge .....	.....	.....	.....	.....	.....	4.39	.....	4.39
Hudson	River Falls	12.31	.....	.....	.....	.....	.....	.....	12.31
St. Paul	Le Mars and track in Sioux City .....	.....	.....	.....	58.48	.....	187.52	.....	246.00

Chicago, St. P., Min.
neapolis & Omaha.

Mileage of Roads Operated.

MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN FOR THE YEAR ENDING JUNE 30, 1882.										
NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.							
	From —	To —	Wisconsin, miles.	Illinois, miles.	Michigan, Miles.	Iowa, miles.	Minnesota, miles.	Dakota, miles.	Nebraska, miles.	Whole line, miles.
Chicago, Milwaukee & St. Paul.	Milwaukee	Western Avenue, Chicago.	37.60	44.60	.....	.....	.....	.....	.....	82.20
	P. C. Junction	Milwaukee Avenue, Chicago. ....	.....	.40	.....	.....	.....	.....	.....	.40
	Libertyville Junc't'n Kinnickinnic.....	Libertyville Bay View .....	......75	3.00	.....	.....	.....	.....	.....	3.00
	Chicago	Lanark Junction... ..	.....	115.68	.....	.....	.....	.....	.....	115.68
	Racine	Port Byron Junc't'n. Eagle	68.70 16.50	123.30	.....	.....	.....	.....	.....	193.00
	Watertown	Elkhorn.....	.....	4.25	.....	.....	.....	.....	.....	16.50
	Savanna	Hampton Mines .....	.....	3.54	.....	.....	.....	.....	.....	4.25
	Sabula	Sabula .....	.....	.....	.....	.....	.....	.....	.....	2.74
	Farley	Cedar Rapids..... Paralo .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	92.20
	Davenport.....	Jackson Junction.. .	.....	.....	.....	.....	.....	.....	.....	48.60
	Eldridge	Maqueto keto .....	.....	.....	.....	.....	.....	.....	.....	150.60
	Rockton	Rockford .....	.....	15.00	.....	.....	.....	.....	.....	82.30
	Rockton Mill	Track .....	.....	.70	.....	.....	.....	.....	.....	15.00
	Milwaukee	Prairie du Chien ..	.....	194.40	.....	.....	.....	.....	.....	70
	Mazomania	Prairie du Sac .....	.....	10.34	.....	.....	.....	.....	.....	194.40
	Lone Rock	Richland Center....	.....	16.00	.....	.....	.....	.....	.....	10.34
	Stock Yards.....	Prairie du Chien Div. Junction ...	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	16.00
			.....	.68	.....	.....	.....	.....	.....	.68

Mileage of Roads Operated.

**MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN FOR THE YEAR ENDING
JUNE 30, 1882—continued.**

NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.							
	From —	To—	Wisconsin, miles.	Illinois, miles.	Michigan, miles.	Iowa, miles.	Minnesota, miles.	Dakota, miles.	Nebraska, miles.	Whole line, miles.
Wisconsin Central ..	Menasha ..	Stevens Point	63.55	.....	.....	.....	.....	.....	.....	.....
	Stevens Point.....	Portage City	70.03	.....	.....	.....	.....	.....	.....	.....
	Stevens Point.....	Ashland	186.34	.....	.....	.....	.....	.....	.....	.....
	Menasha ..	Appleton: 5 miles, less 2½ miles* of iron borrowed	12.50	.....	.....	.....	.....	.....	.....	.....
	<i>Fleet.</i>									
	Menasha spur, at Menasha.....	1,860								
	Stevens Point spur, on east bank Wisconsin river.....	8,160								
	Stevens Point spur, on west bank Wisconsin river.....	8,790								
	Packwaukee spur, on Buffalo Lake	3,945								
	Menasha	22,755								
	Neenah	4.31	.....	.....	.....	.....	.....	.....	.....	.....
		1.10	.....	.....	.....	.....	.....	.....	.....	.....
	Total miles owned by Wisconsin Cen- tral Railroad Company.....		327.88	.....	.....	.....	.....	.....	.....	327.88

Mileage of Roads Operated.

Packwaukee & Montello	Packwaukee	Montello	7.10	7.10
Operated by Wisconsin Central..				
Wisconsin & Minnesota & C. F. & Western	Abbotsford	Chippewa Falls	54.00	
	Chippewa Falls	Eau Claire	10.35	
	In city of Eau Claire .....		.90	
			65.25	65.25
Wisconsin & Michigan	Fort Howard	Stiles	26.00	26.00
Chippewa Valley & Superior	In city of Eau Claire		1.53	1.53
Northern Pacific			14.32	14.32
Totals			3,475.73	3,475.73
			812.92	812.92
			403,300.49	403,300.49
			1,804.58	1,804.58
			21,094.21	21,094.21
			189,039.83	189,039.83
			1.36	1.36

1 This piece of track has now been taken up, and will probably be omitted in future reports.

2 The Northern Pacific has a large mileage outside of the State of Wisconsin; but no report of that has been made to this department; hence only the Wisconsin mileage is given in this table.

COMMISSIONER.

Capital Stock.

TABLE No. 2, 1882.—CAPITAL STOCK.

NAME OF COMPANY.	COMMON STOCK.		PREFERRED STOCK.		TOTAL OF STOCK.	
	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.
Chicago, Milwaukee & St. Paul...	\$5,181,501 00	\$30,404,261 00	\$8,835,918 00	\$15,105,483 00	\$9,017,419 00	\$35,509,744 00
Chicago & Northwestern	12,283,302 17	38,000,805 97	7,180,888 48	22,310,844 56	19,463,985 60	60,211,650 53
Chicago, St. Paul, Minn. & Omaha	6,604,228 31	18,573,233 33	3,476,397 92	10,759,933 33	9,492,626 23	29,338,166 66
Calippewa Falls & Northern	124,000 00	124,000 00	.....	.....	124,000 00	124,000 00
Fond du Lac, Amboy & Peoria ..	125,000 00	125,000 00	.....	.....	125,000 00	125,000 00
Green Bay, Winona & St. Paul...	8,000,000 00	8,000,000 00	2,000,000 00	2,000,000 00	10,000,000 00	10,000,000 00
Milwaukee, Lake Shore & Western	1,000,000 00	1,000,000 00	5,000,000 00	5,000,000 00	6,000,000 00	6,000,000 00
Milwaukee & Northern	2,151,000 00	2,151,000 00	.....	.....	2,151,000 00	2,151,000 00
Prairie du Chien & McGregor ..	87,500 00	100,000 00	.....	.....	87,500 00	100,000 00
Wisconsin Central	9,435,500 00	9,435,500 00	2,000,000 00	2,000,000 00	11,435,500 00	11,435,500 00
Wis. & Minn. and C. F. & Western	970,000 00	970,000 00	.....	.....	970,000 00	970,000 00
Packwaukee & Montello	70,000 00	70,000 00	70,000 00	70,000 00	140,000 00	140,000 00
Totals	\$45,432,031 48	\$98,953,800 30	\$23,564,999 35	\$57,146,260 89	\$68,997,030 83	\$156,100,061 19

Mileage of Roads Operated.

**MILEAGE OF ROADS OPERATED WHOLLY OR IN PART IN WISCONSIN FOR THE YEAR ENDING
JUNE 30, 1882 — continued.**

NAME OF COMPANY.	LOCATION OF LINES.		LENGTH OF OPERATED ROAD.							
	From —	To —	Wisconsin, miles.	Illinois, miles.	Michigan, miles.	Iowa, miles.	Minnesota, miles.	Dakota, miles.	Nebraska, miles.	Whole line, miles.
Chl., St. P., Minneap. & Omaha — con...	Lake Crystal	Elmore.....	.....	.....	.....	.....	44.00	.....	.....	44.00
	Heron Lake	Woodstock .....	.....	.....	.....	.....	44.00	.....	.....	44.00
	Sioux Falls Junc.	Salem.....	.....	.....	.....	.....	42.58	55.47	.....	98.00
	Luverne.....	Doon.....	.....	.....	.....	17.44	10.56	.....	.....	28.00
	Covington.....	Omaha.....	.....	.....	.....	.....	.....	.....	125.50	125.50
	Coburn Junction.....	Ponca.....	.....	.....	.....	.....	.....	.....	15.82	15.82
	Emerson	Norfolk .....	.....	.....	.....	.....	.....	.....	46.40	46.40
	Mo. River Transfer	Neillsville.....	.....	.....	.....	.94	.....	.....	1.81	2.25
	Merrillan.....	Toward Bayfield....	14.00	.....	.....	.....	.....	.....	.....	14.00
	Cable Northerly	Toward Superior	4.00	.....	.....	.....	.....	.....	.....	4.00
	Superior Junction.....		9.00	.....	.....	.....	.....	.....	.....	9.00
		Total roads owned.....		336.91	76.86	356.70	55.47	189.08	1,014.97
Proprietary lines {	Eau Claire	Lumber Mills.....	2.74	.....	.....	.....	.....	.....	.....	2.74
	Menominee Junc.....	Menominee City....	3.01	.....	.....	.....	.....	.....	.....	3.01
Leased lines..... {	Le Mars.....	Sioux City .....	.....	.....	.....	24.00	.....	.....	.....	24.00
	St. Paul	Minneapolis.....	.....	.....	.....	.....	9.90	.....	.....	9.90
			1,342.66	.....	.....	100.86	366.60	55.47	189.08	1,054.62

Funded and Unfunded Debt.

TABLE No. 3, 1882.—FUNDED AND UNFUNDED DEBT.

NAME OF COM. PANY.	FUNDED OR BONDED DEBT.		UNFUNDED DEBT.		TOTAL OF DEBT.		MILES OF ROAD UPON WHICH ESTIMATES ARE MADE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chi. Mil. & St. P.	\$21,240,479 00	\$83,648,000 00	\$404,745 00	\$1,593,846 60	\$21,645,224 00	\$85,236,846 60	1,079 00	4,249 00
Chi. & Northw'n.	20,605,635 13	64,948,000 00	1,250,366 78	4,620,306 63	21,856,001 91	69,563,306 63	895 85	2,823 46
C. St. P., M. & O.	6,318,915 23	19,546,675 00	.....	.....	6,318,915 23	19,546,675 00	323 91	1,001 97
Chipp. Falls & N.	.....	.....	170,624 63	170,624 63	170,624 63	170,624 63	32 28	32 23
F. du L., A. & P.	110,000 00	110,000 00	.....	.....	110,000 00	110,000 00	30 00	30 00
G. B. W. & St. P.	5,381,000 00	5,381,000 00	48,000 00	48,000 00	5,429,000 00	5,429,000 00	218 80	218 80
Mil., L. S. & W.	3,848,000 00	3,848,000 00	398,829 82	398,829 82	4,246,829 82	4,246,829 82	282 60	282 60
Milwaukee & N.	2,155,000 00	2,155,000 00	.....	.....	2,155,000 00	2,155,000 00	124 90	124 90
Wis. Central	9,900,000 00	9,900,000 00	90,137 96	90,137 96	9,990,137 96	9,990,137 96	326 73	326 73
W. & M. and C. F. & Western	960,000 00	960,000 00	51,032 88	51,032 88	1,011,032 88	1,011,032 88	64 50	64 50
Wis. & Michigan	.....	.....	388,822 78	388,822 78	388,822 78	388,822 78	26 00	26 00
Packwaukee & M.	84,000 00	84,000 00	.....	.....	84,000 00	84,000 00	7 10	7 10
Total	\$70,603,029 36	\$190,570,675 00	\$2,802,559 85	\$7,361,601 30	\$73,405,598 21	\$197,932,276 30	3,411 67	9,187 34

Debt, Per Mile.

TABLE No. 5, 1893.—DEBT, PER MILE.

NAME OF COMPANY.	BONDED, OR FUNDED DEBT PER MILE.		UNFUNDED DEBT PER MILE.		TOTAL DEBT PER MILE.		MILEAGE UPON WHICH ESTIMATES OF INDEBTEDNESS IS BASED.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chi., Mil. & St. Paul ..	\$19,686 00	\$19,686 00	\$375 00	\$375 00	\$20,061 00	\$20,061 00	1,079 00	4,249 00
Chicago & Northwest'n ..	28,001 21	28,001 21	1,395 73	1,395 72	24,396 94	24,396 94	895 85	2,823 46
Chi., St. P., Minn. & O. .	19,508 24	19,508 24	.....	.....	19,508 24	19,508 24	323 91	1,001 97
Chic. Falls & Northern ..	.....	.....	5,285 76	5,275 76	2,285 76	5,285 76	32 28	32 28
F. du L., A. & P.	3,666 00	3,666 66	.....	.....	3,666 66	3,666 66	30 00	30 00
G. B., W. & St. P.	24,729 00	24,729 00	219 38	219 88	24,948 38	24,948 38	218 80	218 80
Mil., L. S. & Western . .	13,616 00	13,616 00	1,411 00	1,411 00	15,027 00	15,027 00	282 60	282 60
Mil. & Northern.....	17,100 00	17,100 00	.....	.....	17,100 00	17,100 00	124 90	124 90
Wisconsin Central	30,300 25	30,300 25	275 88	275 88	30,576 13	30,576 13	326 73	326 73
W. & M., C. F. & W. . .	14,883 73	14,883 73	791 20	791 20	15,674 93	15,674 93	64 50	64 50
Wis. & Mich. ....	.....	.....	14,954 72	14,954 72	14,954 72	14,954 72	26 00	26 00
Packwaukee & Montel. .	11,830 98	11,830 98	.....	.....	11,830 98	11,830 98	7 10	7 10
Average.....	\$20,694 56 +	\$20,742 74 +	\$821 46 +	\$801 27 +	\$21,516 03	\$21,544 01	3,411 67	9,187 34

Capital Stock and Debt per Mile.

TABLE NO. 6, 1882.—CAPITAL STOCK AND DEBT PER MILE.

NAME OF COMPANY.	TOTAL OF STOCK PER MILE.		TOTAL OF DEBT PER MILE.		TOTAL OF CAPITAL STOCK AND DEBT PER MILE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul.....	\$8,357 00	\$8,357 00	\$20,061 00	\$20,061 00	\$28,418 00	\$28,418 00
Chicago & Northwestern	21,325 48	21,325 48	24,396 94	24,396 94	45,722 42	45,722 42
Chicago, St. Paul, Minneapolis & Omaha	29,275 49	29,275 49	19,508 24	19,508 24	48,783 73	48,783 73
Chippewa Falls & Northern	3,841 35	3,841 35	5,285 76	5,285 76	9,127 11	9,127 11
Fond du Lac, Amboy & Peoria	4,166 66	4,166 66	3,666 66	3,666 66	7,833 32	7,833 32
Green Bay, Winona & St. Paul	45,700 00	45,700 00	24,948 88	24,948 88	70,648 88	70,648 88
Milwaukee, Lake Shore & Western	21,231 00	21,231 00	15,027 00	15,027 00	36,258 00	36,258 00
Milwaukee & Northern	17,100 00	17,100 00	17,100 00	17,100 00	34,200 00	34,200 00
Prairie du Chien & McGregor	50,000 00	50,000 00	.....	.....	50,000 00	50,000 00
Wisconsin Central	34,999 85	34,999 85	30,576 13	30,576 13	65,575 98	65,575 98
Wisconsin & Minnesota & Chippewa Falls & Western	15,038 76	15,038 76	15,674 93	15,674 93	30,713 69	30,713 69
Wisconsin & Michigan .....	.....	.....	14,954 72	14,954 72	14,954 72	14,954 72
Packwaukee & Montello	19,717 17	19,717 17	11,830 98	11,830 98	31,548 15	31,548 15
Averages	\$20,368 60	\$17,035 28	\$21,516 03	\$21,544 01	\$41,886 63	\$38,579 29

Construction and Equipment.

TABLE No. 7, 1882.—CONSTRUCTION AND EQUIPMENT, DURING THE YEAR, ENDING JUNE 30, 1882.

NAME OF COMPANY.	CONSTRUCTION DURING THE YEAR.		EQUIPMENT DURING THE YEAR.		CONSTRUCTION AND EQUIPMENT DURING THE YEAR.	
	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.
Chicago, Milwaukee & St. Paul	\$1,815,911 73	\$15,978,501 49	\$1,280,403 81	\$3,026,959 36	\$3,006,315 54	\$19,005,460 85
Chicago & Northwestern.....	2,143,587 35	5,755,967 18	579,050 84	1,825,000 70	2,722,638 19	8,580,967 83
Chicago, St. Paul, Minn. & Omaha...	2,711,117 46	8,387,833 09	178,795 12	553,701 62	2,869,912 58	8,941,534 70
Chippewa Falls & Northern	496,824 62	496,824 62	.....	.....	496,824 62	496,824 62
Fond du Lac, Amboy & Peoria.....	8,774 27	8,774 27	.....	.....	8,774 27	8,774 27
Green Bay, Winona & St. Paul.....	6,389 20	6,389 20	.....	.....	6,389 20	6,389 20
Milwaukee, Lake Shore & Western...	932,092 11	932,092 11	303,665 52	303,665 52	1,235,747 68	1,235,747 68
Wisconsin Central.....	81,564 34	81,564 34	17,513 25	17,513 25	99,077 59	99,077 59
Wis. & Minn. and C. F. & Western...	20,979 71	20,979 71	202 82	202 82	21,182 53	21,182 53
Total	\$8,212,280 79	\$32,661,915 95	\$2,359,631 36	\$5,727,043 27	\$10,571,662 15	\$38,390,959 22

* See Report of C. M. & St. P. R'y Co. for explanation of this item on page 14, where the entire amount expended for construction and equipment is given at \$18,994,992.52, a difference of \$10,463.33 on account of Real Estate sold.

Cost of Road and Equipment.

TABLE No. 8, 1882.—COST OF ROAD AND EQUIPMENT, AND COST OF SAME PER MILE. (Comparative Table.)

NAME OF COMPANY.	COST OF ROAD JUNE 30, 1881.		COST OF ROAD JUNE 30, 1882.		COST PER MILE JUNE 30, 1882.		NUMBER OF MILES OF ROAD UPON WHICH ESTIMATES ARE MADE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chl., Mil., & St. Paul.	\$29,922,213 79	\$107,583,572 10	\$32,143,627 02	\$126,578,504 62	\$29,790 00	\$29,790 00	1,079 00	4,249 00
Chi & Northwestern.	39,133,162 10	123,380,297 06	41,869,726 67	131,961,264 89	46,737 43	46,737 43	895 85	2,823 46
C. St. P., Minea. & O.	12,027,020 51	35,109,978 29	14,240,670 76	44,051,512 99	43,964 90	43,964 90	323 91	1,001 97
Chippewa F. & West.	183,327 76	183,327 75						
Dhuppewa F. & North.			496,824 62	496,824 62	15,391 08	15,391 08	32 28	32 28
F. du L. Amboy & P.	248,365 10	248,365 10	253,139 37	252,139 37	18,404 64	18,404 64	30 00	30 00
G. Bay, Wino., & St. P.	12,480,285 89	12,480,285 89	15,360,757 94	15,360,757 94	70,204 65	70,204 65	218 80	218 80
Mil., L. S. & Western.	8,946,962 44	8,946,962 44	10,431,925 07	10,431,925 07	36,914 00	36,914 00	282 60	282 60
Milw. & N. rthern . . .	4,310,000 00	4,310,000 00	4,310,000 00	4,310,000 00	84,200 00	84,200 00	124 90	124 90
Prarie du C. & McG .	87,500 00	100,000 00	87,500 00	100,000 00	50,000 00	50,000 00	1 75	2 00
Wisconsin Central . . .	20,014,046 70	20,014,046 70	20,113,124 29	20,113,124 29	61,558 85	61,558 85	326 73	326 73
W. & M. and Ch. F. & W	1,676,035 58	1,676,035 58	1,697,218 11	1,697,218 11	26,313 46	26,313 46	64 50	64 50
Totals and averages	\$129,628,919 87	\$314,092,570 92	\$141,003,518 85	\$355,353,331 90	\$41,713 06	\$38,809 96	380 32	9,156 24

¹ Narrow gauge. ² Cost June 30, 1882, obtained by adding construction and equipment to cost June 30, 1881, as given by report of R. R. C. m. for 1881.

Funded and Unfunded Debt.

TABLE No. 3, 1882.—FUNDED AND UNFUNDED DEBT.

NAME OF COM. PANY.	FUNDED OR BONDED DEBT.		UNFUNDED DEBT.		TOTAL OF DEBT.		MILES OF ROAD UPON WHICH ESTIMATES ARE MADE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chi. Mil. & St. P.	\$21,240,479 00	\$83,648,000 00	\$404,745 00	\$1,593,846 60	\$21,645,224 00	\$85,236,846 60	1,079.00	4,249.00
Chi. & Northw'n.	20,605,635 18	64,948,000 00	1,250,366 78	4,620,306 63	21,856,001 91	69,563,306 63	895.85	2,823.46
C. St. P. M. & O.	6,318,915 23	19,546,675 00	.....	.....	6,318,915 23	19,546,675 00	323.91	1,001.97
Chipp. Falls & N.	.....	.....	170,624 63	170,624 63	170,624 63	170,624 63	82.28	32.28
F. du L. A. & P.	110,000 00	110,000 00	.....	.....	110,000 00	110,000 00	30.00	30.00
G. B. W. & St. P.	5,381,000 00	5,381,000 00	48,000 00	48,000 00	5,429,000 00	5,429,000 00	218.80	218.80
Mil., L. S. & W.	3,848,000 00	3,848,000 00	398,829 82	398,829 82	4,246,829 82	4,246,829 82	282.60	282.60
Milwaukee & N.	2,155,000 00	2,155,000 00	.....	.....	2,155,000 00	2,155,000 00	124.90	124.90
Wis. Central	9,900,000 00	9,900,000 00	90,137 96	90,137 96	9,990,137 96	9,990,137 96	326.73	326.73
W. & M. and C. F.	.....	.....	.....	.....	.....	.....	.....	.....
& Western	960,000 00	960,000 00	51,032 88	51,032 88	1,011,032 88	1,011,032 88	64.50	64.50
Wis. & Michigan	.....	.....	388,822 78	388,822 78	388,822 78	388,822 78	26.00	26.00
Packwaukee & M.	84,000 00	84,000 00	.....	.....	84,000 00	84,000 00	7.10	7.10
Total	\$70,603,029 36	\$190,570,675 00	\$2,802,559 85	\$7,361,601 30	\$73,405,589 21	\$197,932,276 30	3,411.67	9,187.84

Earnings and Operating Expenses.

TABLE No. 10, 1892.—EARNINGS CLASSIFIED AND TOTAL, OPERATING EXPENSES AND EXCESS OF EARNINGS OVER OPERATING EXPENSES, ALSO TOTAL INCOME, ETC., WHOLE LINE.

NAME OF COMPANY.	EARNINGS.				EXPENSES.	EARNINGS OVER EXPENSES.	Percent of operating earnings to
	Passengers.	Freight.	Mails, express, etc.	Total earnings.			
					Operating ex- penses.	Excess of earn- ings over operating expenses.	
Chicago, Milw. & St. Paul.	\$4,719,636 19	\$13,102,184 64	\$1,222,069 34	\$19,043,890 17	\$10,151,035 41	\$8,892,854 76	\$53 00
Chicago & Northwestern ..	5,256,810 20	17,195,225 80	969,696 00	23,421,732 00	12,144,803 21	11,276,928 79	51 85
Chicago, St. P., Minn. & O.	1,189,734 91	3,218,276 67	159,040 97	4,570,859 03	2,695,590 76	1,875,268 27	59 02
C. St. P., M. & O., elevator earnings.....			3,806 48				
Fond du L., Amb'y & Peoria	8,016 25	35,052 61	2,093 84	45,161 70	35,061 28	10,100 42	77 63
Green Bay & Minnesota...	30,858 89	85,968 87	7,855 29	124,683 05	102,803 02	21,880 03	78 38
Green Bay, Winona & St. P.	84,888 94	186,508 01	13,527 18	284,924 13	218,078 31	66,845 82	
Milw., Lake Shore & W...	285,911 98	536,356 09	31,002 62	803,270 69	486,409 70	316,860 99	60 50
Prairie du Cullen & McG...				156,450 00	31,123 14	25,327 86	55 13
Wisconsin Central.....	414,977 89	1,093,814 39	81,567 55	1,590,359 83	938,050 49	657,309 34	58 70
Wis. & Minn., Chp. F. & W	85,252 87	140,441 15	12,275 68	237,969 70	102,991 51	134,987 19	43 00
Wisconsin & Michigan....				3,769 00		3,769 00	
Totals.....	\$12,026,088 12	\$35,593,828 23	\$2,502,933 95	\$50,183,669 30	\$26,900,945 88	\$23,282,723 47	\$53 00 +
Chicago, St. Paul, Minn. & Omaha, income from the sale of lands, ad- ded to the total earnings.....				900,730 38		900,730 38	
Total income, operating expenses and surplus				\$51,083,799 68	\$26,900,945 88	\$24,182,853 85	

There is no classification of the earnings of the Prairie du Chien & McGregor Railway: the "Totals" being given.

The earnings of the Wisconsin & Michigan Railroad were the earnings of the construction account. The operating expenses were charged to "construction account." The earnings of the road for trade, and would

Debt, Per Mile.

TABLE No. 5, 1893.—DEBT; PER MILE.

NAME OF COMPANY.	BONDED, OR FUNDED DEBT PER MILE.		UNFUNDED DEBT PER MILE.		TOTAL DEBT PER MILE.		MILEAGE UPON WHICH ESTIMATES OF INDEBTEDNESS IS BASED.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chi., Mil. & St. Paul ..	\$19,686 00	\$19,686 00	\$375 00	\$375 00	\$20,061 00	\$20,061 00	1,079.00	4,249.00
Chicago & Northwest'n	23,001 21	23,001 21	1,395 73	1,395 73	24,396 94	24,396 94	895.85	2,823.46
Chi., St. P., Minn. & O.	19,508 24	19,508 24	.....	.....	19,508 24	19,508 24	323.91	1,001.97
Chicp. Falls & Northern	.....	.....	5,285 76	5,275 76	2,285 76	5,285 76	32.28	32.28
F. du L., A. & P.	8,666 00	8,666 66	.....	.....	8,666 66	8,666 66	30.00	30.00
G. B., W. & St. P.	24,729 00	24,729 00	219 38	219 38	24,948 38	24,948 38	218.80	218.80
Mil., L. S. & Western .	13,616 00	13,616 00	1,411 00	1,411 00	15,027 00	15,027 00	282.60	282.60
Mil. & Northern.....	17,100 00	17,100 00	.....	.....	17,100 00	17,100 00	124.90	124.90
Wisconsin Central.....	30,300 25	30,300 25	275 88	275 88	30,576 13	30,576 13	326.73	326.73
W. & M., C. F. & W....	14,883 73	14,883 73	791 20	791 20	15,674 93	15,674 93	64.50	64.50
Wis. & Mich.....	.....	.....	14,954 72	14,954 72	14,954 72	14,954 72	26.00	26.00
Packwaukee & Montel.	11,830 98	11,830 98	.....	.....	11,830 98	11,830 98	7.10	7.10
Average.....	\$20,694 56 +	\$20,742 74 +	\$321 46 +	\$801 27 +	\$21,516 03	\$21,544 01	3,411.67	9,187.34

Income and Disbursements.

TABLE NO. 11, 1882. PART 2.—INCOME AND DISBURSEMENTS — WHOLE LINE.

NAME OF COMPANY.	TOTAL RECEIPTS.	TOTAL DISBURSEMENTS				
		Total income from all sources	Operating expenses.	Interest paid.	Dividends paid.	Taxes paid. Rentals paid.
Chicago, Milwaukee & St. Paul.	19,043,890 17		10,151,035 41	4,597,707 14	\$2,210,617 08	\$507,861 91 \$0,000,000 00
Chicago & Northwestern	23,421,732 00		12,144,803 21	4,118,978 61	2,586,737 75	535,700 33 1,523,520 48
Chicago, St. P. Minn. & Omaha	5,471,589 41		2,695,590 76	918,742 45	925,451 25	151,162 04 28,655 44
Fond du Lac, Amboy & Peoria	45,161 70		35,061 28	6,959 96	.....	220 00 224 75
Green Bay & Minnesota	124,683 05		102,803 02	.....	.....	856 47 9,503 95
Green Bay, Winona & St. Paul.	284,924 13		218,078 31	0,000,000 00	0,000,000 00	1,735 31 15,129 79
Mil. Lake Shore & Western	803,270 69		486,409 70	174,901 03	0,000,000 00	4,905 02
Milwaukee & Northern .....	.....		16,412 86	107,750 00	0,000,000 00	0,000 00 0,000 00
Prairie du Chien & McGregor	56,450 00		31,122 14	000,000 00	0,000,000 00	1,025 04 0,000 00
Wisconsin Central	1,590,359 83		933,050 49	95,500 00	000,000 00	15,543 53 250,810 41
Wis. & Minn. and C. F. & West.	237,969 70		102,991 51	56,700 00	600,000 00	2,172 77 18,500 00
Wisconsin & Michigan	3,759 00		.....	.....	.....	..... .....
Totals	\$51,083,799 68		\$26,907,358 69	\$10,077,239 19	\$5,722,706 08	\$1,221,182 42 \$1,846,344 77

¹ This amount of \$6,412.86 is for General Management, and not properly chargeable to "Operating Expenses"; it is placed in this table as a disbursement under the head of Operating Expenses;— but is omitted under that heading in Tables Nos. 9 and 10.

² Road in process of construction:— Operating expenses included in construction and earning applied for construction purposes.

Construction and Equipment.

TABLE No. 7, 1882.—CONSTRUCTION AND EQUIPMENT, DURING THE YEAR, ENDING JUNE 30, 1882.

NAME OF COMPANY.	CONSTRUCTION DURING THE YEAR.		EQUIPMENT DURING THE YEAR.		CONSTRUCTION AND EQUIPMENT DURING THE YEAR.	
	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.
Chicago, Milwaukee & St. Paul	\$1,815,911 73	\$15,978,501 49	\$1,280,403 81	\$3,026,959 36	\$3,096,315 54	\$19,005,460 85
Chicago & Northwestern.....	2,143,587 85	8,755,967 18	573,050 84	1,825,000 70	2,722,638 19	8,580,967 83
Chicago, St. Paul, Minn. & Omaha...	2,711,117 46	8,387,833 09	178,795 12	553,701 62	2,889,912 58	8,941,534 70
Chippewa Falls & Northern	496,824 62	496,824 62	.....	.....	496,824 62	496,824 62
Fond du Lac, Amboy & Peoria.....	8,774 27	8,774 27	.....	.....	8,774 27	8,774 27
Green Bay, Winona & St. Paul.....	6,389 20	6,389 20	.....	.....	6,389 20	6,389 20
Milwaukee, Lake Shore & Western...	932,082 11	932,082 11	303,665 52	303,665 52	1,235,747 63	1,235,747 63
Wisconsin Central.....	81,564 34	81,564 34	17,513 25	17,513 25	99,077 59	99,077 59
Wis. & Minn. and C. F. & Western...	20,979 71	20,979 71	202 82	202 82	21,182 53	21,182 53
Total	\$8,212,230 79	\$32,661,915 95	\$2,359,631 36	\$5,727,043 27	\$10,571,862 15	\$38,390,959 22

* See Report of C. M. & St. P. R'y Co. for explanation of this item on page 14, where the entire amount expended for construction and equipment is given at \$18,994,992.52, a difference of \$10,463.33 on account of Real Estate sold.

Cost of Road and Equipment.

TABLE No. 8, 1882.—COST OF ROAD AND EQUIPMENT, AND COST OF SAME PER MILE. (Comparative Table.)

NAME OF COMPANY.	COST OF ROAD JUNE 30, 1881.		COST OF ROAD JUNE 30, 1882.		COST PER MILE JUNE 30, 1882.		NUMBER OF MILES OF ROAD UPON WHICH ESTIMATES ARE MADE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wiscon- sin.	Whole line.	Wiscon- sin.	Whole line.
Chi., Mil., & St. Paul.	\$29,922,213 79	\$107,583,572 10	\$32,143,627 02	\$126,578,564 62	\$29,790 00	\$29,790 00	1,079 00	4,249 00
Chi. & Northwestern.	39,733,162 10	123,390,297 06	41,869,726 67	131,961,264 89	46,737 43	46,737 43	895 85	2,823 46
C. St. P., Minea. & O.	12,027,020 51	35,109,978 29	14,240,670 76	44,051,512 99	43,964 90	43,964 90	323 91	1,001 97
Chippewa F. & West.	183,327 76	183,327 75						
Dhappewa F. & North.			496,824 62	496,824 62	15,391 08	15,391 08	32 28	32 28
F. du L., Amboy & P.	248,365 10	248,365 10	253,139 37	253,139 37	18,404 64	18,404 64	30 00	30 00
G. Bay, Wino., & St. P.	12,480,285 89	12,480,285 89	15,360,757 94	15,360,757 94	70,204 65	70,204 65	218 80	218 80
Mil., L. S. & Western.	8,946,962 44	8,946,962 44	10,431,925 07	10,431,925 07	36,914 00	36,914 00	282 60	282 60
Milw. & Northern.	4,310,000 00	4,310,000 00	4,310,000 00	4,310,000 00	34,200 00	34,200 00	124 90	124 90
Prarie du C. & McG.	87,500 00	100,000 00	87,500 00	100,000 00	50,000 00	50,000 00	1 75	2 00
Wisconsin Central.	20,014,046 70	20,014,046 70	20,113,124 29	20,113,124 29	61,558 85	61,558 85	326 73	326 73
W. & M. and Ch. F. & W.	1,676,035 58	1,676,035 58	1,697,218 11	1,697,218 11	26,313 46	26,313 46	64 50	64 50
Totals and averages	\$129,628,919 87	\$314,032,870 92	\$141,003,513 85	\$355,353,331 90	\$41,713 06	\$38,809 96	380 32	916 24

¹ Narrow gauge. * Cost June 30, 1882, obtained by adding construction and equipment to cost June 30, 1881, as given by report of R. R. Com. for 1881.

Passenger Earnings.

TABLE No. 14, 1882.—PASSENGER EARNINGS.

NAME OF COMPANY.	PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE.		MILES OF ROAD ON WHICH ESTIMATES ARE BASED.		PASSENGER EARNINGS PER TRAIN MILE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
C., M. & St. P.	\$1,777,363 50	\$4,719,636 19	\$1,638 12	\$1,172 29	1,085 00	4,026 04	\$1 40.00	\$ cts. 17.7
Chicago & Northwest'n	1,344,387 98	5,256,810 20	1,598 13	1,710 77	841 19	8,072 77	1 29.05	1 59.13
C., St. P., M. & O.	615,562 73	1,189,734 91	1,867 27	1,184 03	329 66	1,004 82	49 65	41.20
Fond du Lac, A. & P.	8,016 25	8,016 25	267 21	287 21	30 00	130 00	22.33	22.33
Green B. & M., 3½ mo.	80,858 59	80,858 89	125 14	125 14	..	..	68.20	68.20
G. B. W. & St. P., 6½ m.	84,888 94	84,888 94	344 24	344 24	246 60	246 60	66.40	66.40
M., L. S. & W.	235,911 98	235,911 98	870 52	870 52	271 00	271 00	81.00	81.00
P. du C. & McG. ² .....	..	..	..	..	1 75	2 00	..	..
Wisconsin Central....	414,977 89	414,977 89	906 07	906 07	458 00	458 00	³ 1 24.00	³ 1 24.00
W. & M. & C. F. & W.	85,252 87	85,252 87	1,321 75	1,321 75	64 50	64 50	1 45.00	1 45.00
Total.	\$4,597,161 33	\$12,026,088 12	av \$1,351 43 +	av \$1,310 64 +	3,327 70	9,175 69	av \$1 29.00	av \$1 27.00

¹ Mails and express included in passenger earnings; per train mile. ² Earnings not classified. ³ Passenger earnings, "train miles" includes mails, etc.

Earnings and Operating Expenses.

TABLE No. 10. 1992.—EARNINGS CLASSIFIED AND TOTAL OPERATING EXPENSES AND EXCESS OF EARNINGS OVER OPERATING EXPENSES, ALSO TOTAL INCOME, ETC., WHOLE LINE.

NAME OF COMPANY.	EARNINGS.				EXPENSES.	Percent of operating expenses to earnings.
	Passengers.	Freight.	Mails, express, etc.	Total earnings.		
Chicago, Milw. & St. Paul.	\$4,719,636 19	\$13,102,184 64	\$1,222,069 34	\$19,043,890 17	\$10,151,085 41	\$8,892,854 76
Chicago & Northwestern ..	5,256,810 20	17,195,225 80	969,696 00	23,421,732 00	12,144,808 21	11,276,928 79
Chicago, St. P., Minn. & O.	1,189,734 91	3,218,276 67	159,040 97	4,570,859 08	2,695,590 76	1,875,268 27
C. St. P., M. & O., elevator earnings.....			3,806 48			
Fond du Lac, Ambly & Peoria	8,016 25	35,052 61	2,092 84	45,161 70	35,061 28	10,100 42
Green Bay & Minnesota...	30,858 89	85,968 87	7,855 29	124,683 05	102,803 02	21,880 03
Green Bay, Winona & St. P.	84,898 94	186,508 01	13,527 18	284,924 13	218,078 31	66,845 82
Milw., Lake Shore & W...	235,911 98	536,356 09	31,002 62	803,270 69	486,409 70	316,860 99
Prairie du Cuien & McG...				156,450 00	31,122 14	25,327 86
Wisconsin Central.....	414,977 89	1,093,814 39	81,567 55	1,590,359 83	983,050 49	607,309 34
Wis. & Minn., Chlp. F. & W	85,252 87	140,441 15	13,275 68	237,969 70	102,991 51	134,987 19
Wisconsin & Michigan....				3,769 00		3,769 00
Totals.....	\$12,026,088 12	\$35,593,828 23	\$2,502,933 95	\$50,183,669 30	\$26,900,945 83	\$23,282,123 47
Chicago, St. Paul, Minn. & Omaha, income from the sale of lands, added to the total earnings.....				900,730 38		900,730 38
Total income, operating expenses and surplus				\$51,083,799 68	\$26,900,945 83	\$24,182,853 85

¹ There is no classification of the earnings of the Prairie du Chien & McGregor Railway; the "totals" alone being given.

² The earnings of the Wisconsin & Michigan Railroad were the earnings of the construction train before the opening of the road for traffic, and were applied in "construction," the operating expenses were charged to "construction account."

Earnings and Operating Expenses.

TABLE No. 10, 1882.—EARNINGS AND OPERATING EXPENSES PER MILE.

NAME OF COMPANY.	TOTAL EARNINGS PER MILE.		OPERATING EXPENSES PER MILE.		NET EARNINGS PER MILE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul.....	\$7,423 23	\$4,730 23	\$3,680 64	\$2,647 53	\$3,742 59	\$2,082 71
Chicago & Northwestern	6,358 58	7,622 35	4,172 79	14,126 73	2,185 79	3,495 62
Chicago, St. Paul, Minneapolis & Omaha	6,754 51	4,545 14	4,057 46	2,682 66	2,697 05	1,862 48
Fond du Lac, Amboy & Peoria	1,505 39	1,505 39	1,168 71	1,168 71	336 68	336 68
Green Bay & Minnesota, 3½ months ..	505 70	505 70	458 89	458 89	46 71	46 71
Green Bay, Winona & St. P., 8½ mths	1,155 41	1,155 41	952 73	952 73	202 68	202 68
Milwaukee, Lake Shore & Western.....	2,964 09	2,964 09	1,812 97	1,812 97	1,151 12	1,151 12
Prairie du Coteau & McGregor	28,225 00	28,225 00	15,561 07	15,561 07	12,663 93	12,663 93
Wisconsin Central	3,472 40	3,472 40	2,037 23	2,037 23	853 61	853 61
Wis. & Min., and Ch. Falls & Western...	3,689 45	3,689 45	1,596 76	1,596 76	1,934 96	1,934 96
Averages	\$5,639 15 +	\$5,468 30 +	\$3,088 24 +	\$2,931 76 +	\$2,550 91 +	\$2,536 95 +

† Includes taxes.

Train Mileage.

TABLE No. 17, 1892.—TRAIN MILEAGE.

NAME OF COMPANY.	MILES RUN BY PAS- SENGER TRAINS.		MILES RUN BY FREIGHT AND MIXED TRAINS.		MILES RUN BY WOOD, GRAVEL AND CON- STRUCTION TRAINS.		MILES RUN BY SWITCHING TRAINS.	
	Wiscon- sin.	Whole line.	Wiscon- sin.	Whole line.	Wiscon- sin.	Whole line.	Wiscon sin.	Whole line.
Chicago, Milwaukee & St. Paul.....	1,270,208	3,934,903	2,574,472	7,673,546	415,991	1,772,722	1,505,898	3,450,638
Chicago & Northwestern.....	1,041,729	3,791,437	2,135,281	8,147,324	374,389	1,542,638	643,728	3,899,736
Chicago, St. Paul, Minneapolis & Omaha	260,374	858,635	868,760	2,029,097	303,427	716,883	257,770	750,743
Fond du Lac, Amboy & Peoria.....	.....	.....	45,260	45,260	.....	.....	28	280
Green Bay & Minnesota.....	45,081	45,081	61,233	61,233	17,848	17,818	4,469	4,469
Green Bay, Winona & St. Paul.....	127,890	127,890	137,897	137,897	28,670	28,670	22,906	22,906
Milwaukee, Lake Shore & Western...	66,062	266,062	324,821	324,821	151,247	154,247	139,534	139,534
Wisconsin Central.....	381,243	381,243	489,297	489,297	140,522	140,522	142,354	142,354
Wis. & Minn. and C. & P. R's & West'n	65,798	65,798	51,846	51,846	29,570	29,570	17,790	17,790
Total	3,558,385	9,471,039	6,688,867	18,960,321	1,461,664	4,400,100	2,734,719	8,428,440

Train Mileage — Comparative Table.

TABLE NO. 18.—TRAIN MILEAGE — COMPARATIVE TABLE.

NAME OF COMPANY.	TRAIN MILEAGE YEAR ENDING JUNE 30, 1891.		TRAIN MILEAGE YEAR ENDING JUNE 30, 1892.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul.....	4,872,144	12,833,376	5,766,559	16,831,799
Chicago & Northwestern	3,800,643	15,339,598	4,195,127	17,381,125
Chicago, St. Paul, Minneapolis & Omaha	1,329,246	1,880,940	1,790,831	4,855,358
Chippewa Falls & Western	8,024	8,024	.....	.....
Fond du Lac, Amboy & Peoria	36,646	36,646	45,540	45,540
Green Bay & Minnesota	446,784	446,784	128,631	128,631
Green Bay, Winona & St. Paul.....	.....	.....	317,363	317,363
Milwaukee, Lake Shore & Western	601,675	661,675	581,664	881,604
Wisconsin Central	1,037,657	1,087,657	1,153,416	1,153,416
Wisconsin & Minnesota	120,358	120,358	165,004	165,004
Wisconsin Valley	70,400	70,400	.....	.....
Totals	12,433,577	32,485,458	14,443,635	41,259,900

Total Earnings — Comparative Table.

TABLE NO. 19, 1882.—TOTAL EARNINGS—COMPARATIVE TABLE.

NAME OF COMPANY.	TOTAL EARNINGS, YEAR ENDING JUNE 30, 1881.		TOTAL EARNINGS, YEAR ENDING JUNE 30, 1882.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul..	\$6,840,369 82	\$14,767,455 41	\$8,054,201 67	\$19,043,890 17
Chicago & Northwestern	4,521,129 25	19,969,835 42	5,848,770 15	23,421,782 00
Chicago, St. P., Minn. & Omaha..	1,691,691 16	2,139,693 79	2,320,693 40	4,570,859 03
Chippewa Falls & Western	16,969 44	16,969 44		
Fond du Lac, Amboy & Peoria ..	36,641 63	36,641 63		
Green Bay & Minnesota ²	401,888 76	401,888 76		
Green Bay, Winona & St. Paul ³ ..			45,161 70	45,161 70
Milw. Lake Shore & Western	491,968 64	491,968 64	124,683 05	124,683 05
Prairie du Chien & McGregor ..	47,607 00	54,408 00	284,924 13	284,924 13
Wisconsin Central	1,202,025 44	1,202,025 44	803,270 69	803,270 69
Wis. & Minn. and Chip. F. & W.	99,279 31	99,279 31	49,894 00	56,450 00
Wisconsin & Michigan ¹			1,590,859 83	1,590,859 83
Wisconsin Valley	128,702 16	128,702 16	237,969 70	237,969 70
Total	\$15,478,172 61	\$39,298,268 00	\$18,765,428 32	\$50,179,300 30

¹ Includes earnings of elevators, but exclusive of receipts for land.² Operated 3½ months.³ Operated 5½ months.⁴ Construction train earned during construction \$1,769, but without classification, and was applied in construction of road.

Classified Tonnage of Freights.

TABLE No. 20, 1892, PART 1.—CLASSIFIED TONNAGE OF FREIGHTS IN WISCONSIN.

NAME OF COMPANY.	Grain.	Flour.	Provisions.	Salt, cement, water lime and stucco.	Manufactures, including agricultural implements and furniture and wagons.	Live stock.	Lumber and forest products.
Chicago, Milwaukee & St. Paul.....	197,634	47,156	32,709	55,593	37,592	95,816	580,571
Chicago & Northwestern.....	161,281	46,576	17,686	25,500	142,237	55,882	313,672
Chicago, St. Paul, Minn. & Omaha.....	113,809	123,159	8,967	7,178	12,089	18,795	286,175
Fond du Lac, Amboy & Peoria.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota (3½ months).....	6,448	227	81.3	207	1,472	129	34,220
Green Bay, Winona & St. Paul (8½ months).....	20,889	707	2,714	506	2,941	1,094	88,883
Milwaukee Lake Shore & Western.....	25,191	4,452	17,343	5,091	17,280	3,160	150,542
Wisconsin Central.....	47,959	15,664	22,946	7,276	27,567	8,460	304,570
Wisconsin & Minn. and C. F. & W.....	6,054	1,788	543	776	8,012	1,292	71,458

1 Not classified.

Classified Tonnage of Freights.

TABLE No. 20, 1882, PART 2.—CLASSIFIED TONNAGE OF FREIGHTS FOR WISCONSIN, AND TOTAL ON WHOLE LINE.

NAME OF COMPANY.	Iron, lead, and miner ¹ products.	Stone, brick lime, etc.	Coal.	Merchan- dise and other art ¹ es.	All other freights.	Total freight in tons — Wisconsin.	Total freight in tons — Whole line.
Chicago, Milwaukee & St. Paul.....	59,693	123,073	114,869	.....	2569,898	1,918,604	4,857,173
Chicago & North western.....	345,147	22,331	20,636	.....	294,382	1,445,310	8,761,388
Chi., St. Paul, Minneapolis & Omaha.....	26,729	21,034	31,356	130,491	20,404	944,526	1,657,264
Fond du Lac, Amboy & Peoria ¹.....	.....	.....	.....	.....	.....	46,542	46,542
Green Bay & Minn., 3½ months.....	615	190½	1,350	.....	1,310½	46,981	46,981
Green Bay, Winona & St. Paul, 8½ mos.....	166	607	6,100½	6,479	.....	80,585	80,585
Milwaukee, Lake Shore & Western.....	9,027	7,784	37,212	32,598	24,008	333,688	333,688
Wisconsin Central.....	20,353	25,191	14,949	50,186	21,576	566,673	566,673
Wis. & Minn., Chip. Falls & Western.....	5,738	4,976	3,246	10,031	7,534	116,448	116,448

¹ Not classified² Including merchandise.

Equipment — Comparative Table.

TABLE NO. 21, 1882.—EQUIPMENT. COMPARATIVE TABLE.

NAME OF COMPANY.	EQUIPMENT FOR 1881.						EQUIPMENT FOR 1882.					
	No. of locomotives.	No. of passenger cars.	No. of baggage, mail and express cars.	No. of parlor or sleeping cars.	No. of freight cars, basis of 8 wheels.	No. of other cars.	No. of locomotives.	No. of passenger cars.	No. of baggage, mail and express cars.	No. of parlor or sleeping cars.	No. of freight cars, basis of 8 wheels.	No. of other cars.
Chicago, Mil. & St. Paul.	470	187	140	25	15,720	236	583	227	164	30	17,600	354
Chicago & Northwestern.	476	207	113	7	16,581	...	557	235	117	7	18,281	110
Chicago, St. P., M. & O.	111	45	27	4	8,233	59	131	56	29	3	4,362	87
Chippewa Falls & Western	1	1	1	...	4	...	...	...	...	...	...	...
Fond du Lac, Amboy & P.	2	1	1	...	32	3	...	1	1	...	32	...
Green Bay & Minnesota.	19	9	4	...	499	20	...	...	...	...	...	...
Green Bay, Win. & St. P.	...	...	...	...	...	...	19	9	4	...	499	21
Mil., L. Shore & Western.	33	15	3	2	804	11	39	12	9	2	1,265	15
Wisconsin Central.	45	16	6	2	1,258	40	44	23	10	2	1,681	31
Wis. & M. & C. F. & West.	...	...	...	...	...	...	1	4	1	...	...	1
Totals.	1,157	481	295	40	38,121	369	1,376	567	335	53	43,720	522

¹ Dining cars, 6; officers, 4.² 470 of the freight cars are leased.

Freight Earnings.

TABLE NO. 15.—FREIGHT EARNINGS.

NAME OF COMPANY.	TOTAL FREIGHT EARNINGS.		MILES OF ROAD ON WHICH ESTIMATES ARE BASED.		FREIGHT EARNINGS PER MILE.		FREIGHT EARNINGS PER TRAIN MILE.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chi. Mil. & St. Paul.....	\$5,654,093 60	\$13,103,184 64	1,095 00	4,026 00	\$5,211 15	\$3,254 39	\$2 20.00	\$1 71.00
Chicago & Northwestern.	3,782,844 20	17,195,225 80	841 19	3,072 77	4,496 42	5,596 00	1 77.00	2 11.05
C. St. P., Minneap. & O..	1,547,663 80	3,218,276 67	329 66	1,004 82	4,694 72	8,202 84	1 78.61	1 59.50
Fond du L., Amboy & P.	35,052 61	85,062 61	30 00	30 00	1,168 42	1,168 42	77.45	77.45
G. Bay & Minn., 8 1/2 mos.	85,968 87	35,968 87	.....	.....	848 61	348 61	1 41.40	1 41.40
G. B. Win. & St. P., 8 1/2 mo.	186,508 01	186,508 01	246 60	246 60	756 82	756 82	1 18.40	1 18.40
Mil., L. Shore & Western.	536,356 09	536,356 09	271 00	271 00	1,979 17	1,979 17	1 64.00	1 64.00
P. du Chien & McGregor.	.....	.....	1 75	2 00	.....	.....	.....	.....
Wisconsin Central,.....	1,093,814 39	1,093,814 39	458 00	458 00	2,388 24	2,388 24	2 28.00	2 28.00
W. & M. and Ch. F. & W.	140,441 15	140,441 15	64 50	64 50	2,177 88	2,177 88	2 74.00	2 74.00
Totals.....	\$13,062,242 72	\$35,593,828 23	3,327 70	9,175 69	av.\$3,925 30	av.\$3,879 12	av.\$1 95+	av.\$1 87+

MONTHLY EARNINGS AND EXPENSES

OF

WISCONSIN RAILROADS

FROM

JANUARY, 1874, TO JUNE 30, 1882.

Train Mileage.

TABLE No. 17, 1892.—TRAIN MILEAGE.

NAME OF COMPANY.	MILES RUN BY PAS- SENGER TRAINS.		MILES RUN BY FREIGHT AND MIXED TRAINS.		MILES RUN BY WOOD, GRAVEL AND CON- STRUCTION TRAINS.		MILES RUN BY SWITCHING TRAINS.	
	Wiscon- sin.	Whole line.	Wiscon- sin.	Whole line.	Wiscon- sin.	Whole line.	Wiscon sin.	Whole line.
Chicago, Milwaukee & St. Paul.....	1,270,208	3,934,903	2,574,472	7,673,546	415,991	1,772,722	1,505,888	3,450,628
Chicago & North-western.....	1,041,729	3,791,427	2,135,281	8,147,324	374,389	1,542,638	643,728	3,899,736
Chicago, St. Paul, Minneap. & Omaha	360,374	858,635	868,760	2,029,097	303,427	716,888	257,770	750,743
Fond du Lac, Amboy & Peoria.....	.....	.....	45,260	45,260	.....	.....	28	280
Green Bay & Minnesota.....	45,081	45,081	61,233	61,233	17,848	17,848	4,469	4,469
Green Bay, Winona & St. Paul.....	127,890	127,890	137,897	137,897	28,670	28,670	22,906	22,906
Milwaukee, Lake Shore & Western..	66,062	266,062	324,821	324,821	151,247	154,247	139,534	139,534
Wisconsin Central.....	381,243	381,243	489,297	489,297	140,522	140,522	142,354	142,354
Wis. & Minn. and Chlp. F'l's & West'n	65,798	65,798	51,846	51,846	29,570	29,570	17,790	17,790
Total	3,558,385	9,471,039	6,088,867	18,900,321	1,461,664	4,400,100	2,734,719	8,428,440

Train Mileage — Comparative Table.

TABLE NO. 18.—TRAIN MILEAGE — COMPARATIVE TABLE.

NAME OF COMPANY.	TRAIN MILEAGE YEAR ENDING JUNE 30, 1881.		TRAIN MILEAGE YEAR ENDING JUNE 30, 1882.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul.....	4,872,144	12,853,376	5,766,559	16,831,799
Chicago & Northwestern.....	3,800,043	15,339,598	4,195,127	17,381,125
Chicago, St. Paul, Minneapolis & Omaha.....	1,329,246	1,880,940	1,790,831	4,355,358
Chippewa Falls & Western.....	8,024	8,024	.....	.....
Fond du Lac, Amboy & Peoria.....	36,046	36,646	45,540	45,540
Green Bay & Minnesota.....	446,784	446,784	128,631	128,631
Green Bay, Winona & St. Paul.....	.....	.....	317,363	317,363
Milwaukee, Lake Shore & Western.....	661,675	661,675	381,064	381,064
Wisconsin Central.....	1,087,657	1,087,657	1,153,416	1,153,416
Wisconsin & Minnesota and Chippewa Falls & Western.....	120,358	120,358	165,004	165,004
Wisconsin Valley.....	70,400	70,400	.....	.....
Totals.....	12,433,577	32,485,458	14,443,635	41,259,900

Total Earnings — Comparative Table.

TABLE No. 19, 1882.—TOTAL EARNINGS.—COMPARATIVE TABLE.

NAME OF COMPANY.	TOTAL EARNINGS, YEAR ENDING JUNE 30, 1891.		TOTAL EARNINGS, YEAR ENDING JUNE 30, 1892.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
Chicago, Milwaukee & St. Paul ..	\$6,840,369 82	\$14,767,455 41	\$8,064,201 67	\$10,048,890 17
Chicago & Northwestern	4,521,129 25	19,069,835 43	5,848,770 15	28,421,732 00
Chicago, St. P., Minn. & Omaha ..	1,691,591 16	2,139,593 79	2,226,693 40	4,570,859 08
Chippewa Falls & Western	10,969 44	10,969 44	.....	.....
Fond du Lac, Amboy & Peoria ..	36,641 63	36,641 63	45,161 70	45,161 70
Green Bay & Minnesota ¹	401,888 76	401,888 76	124,088 05	124,088 05
Green Bay, Winona & St. Paul ² ..	.....	.....	284,924 18	284,924 18
Milw. Lake Shore & Western	491,968 64	491,968 64	803,270 69	803,270 69
Prairie du Chien & McGregor	47,607 00	54,408 10	49,394 00	56,460 00
Wisconsin Central	1,202,025 44	1,202,025 44	1,590,859 83	1,590,859 83
Wis. & Minn. and Chip. F. & W.	99,279 31	99,279 31	237,969 70	237,969 70
Wisconsin & Michigan .....	.....	.....	.....	.....
Wisconsin Valley	128,702 16	128,702 16	.....	.....
Total	\$15,478,172 61	\$39,298,268 00	\$18,765,428 32	\$50,179,800 80

¹ Includes earnings of elevators, but exclusive of receipts for land.² Operated 8½ months.³ Operated 5½ months.⁴ Construction train earned during construction \$1,769, but without classification, and was applied in construction of road.

Classified Tonnage of Freights.

TABLE No. 20, 1882, PART 1.—CLASSIFIED TONNAGE OF FREIGHTS IN WISCONSIN.

NAME OF COMPANY.	Grain.	Flour.	Pro- visions.	Salt, cement, water lime and stucco.	Manufactures, in- cluding agricul- tural implements, furniture and wagons.	Live stock.	Lumber and forest products.
Chicago, Milwaukee & St. Paul.....	197,634	47,156	32,709	55,593	37,592	95,816	580,571
Chicago & Northwestern.....	161,281	46,576	17,666	25,500	142,287	55,882	313,672
Chicago, St. Paul, Minn. & Omaha	113,809	122,159	3,967	7,178	12,089	12,795	286,175
Fond du Lac, Amboy & Peoria ¹.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Minnesota (3½ months).....	6,448	227	813	207	1,472	129	34,220
Green Bay, Winona & St. Paul (3½ months).....	20,889	707	2,714	506	2,941	1,094	98,333
Milwaukee Lake Shore & Western.....	25,191	4,452	17,343	5,091	17,280	3,160	150,542
Wisconsin Central.....	47,959	15,664	23,946	7,276	27,567	8,460	304,570
Wisconsin & Minn. and C. F. & W	6,054	1,788	543	776	3,012	1,292	71,458

¹ Not classified.

Classified Tonnage of Freights.

TABLE No. 20, 1882, PART 2.—CLASSIFIED TONNAGE OF FREIGHTS FOR WISCONSIN, AND TOTAL ON WHOLE LINE.

NAME OF COMPANY.	Iron, lead, and miner's ¹ products.	Stone, brick lime, etc.	Coal.	Merchandise and other articles	All other freights.	Total freight in tons — Wisconsin.	Total freight in tons — Whole line.
Chicago, Milwaukee & St. Paul.....	59,693	123,073	114,869	.....	569,898	1,918,604	4,857,173
Chicago & Northwestern.....	345,147	22,331	20,636	.....	294,382	1,445,310	8,161,868
Chi., St. Paul, Minneapolis & Omaha.....	26,729	21,034	31,356	130,431	20,404	944,526	1,657,264
Fond du Lac, Amboy & Peoria.....	.....	.....	.....	.....	.....	46,542	46,542
Green Bay & Minn., 3½ months.....	615	190½	1,350	.....	1,310½	46,981	46,981
Green Bay, Winona & St. Paul, 8½ mos.....	166	607	6,100½	6,479	.....	80,585	80,585
Milwaukee, Lake Shore & Western.....	9,027	7,784	37,212	32,598	24,008	33,688	333,688
Wisconsin Central.....	20,353	25,131	14,949	50,186	21,576	566,673	566,673
Wis. & Minn., Chip. Falls & Western.....	5,738	4,976	3,246	10,031	7,534	116,448	116,448

¹ Not classified² Including merchandise.

Equipment—Comparative Table.

TABLE NO. 21, 1882.—EQUIPMENT. COMPARATIVE TABLE.

NAME OF COMPANY.	EQUIPMENT FOR 1881.						EQUIPMENT FOR 1882.					
	No. of locomotives.	No. of passenger cars.	No. of baggage, mail and express cars.	No. of parlor or sleeping cars.	No. of freight cars, basis of 8 wheels.	No. of other cars.	No. of locomotives.	No. of passenger cars.	No. of baggage, mail, and express cars.	No. of parlor or sleeping cars.	No. of freight cars, basis of 8 wheels.	No. of other cars.
Chicago, Mil. & St. Paul.	470	187	140	25	15,720	236	583	227	164	39	17,600	354
Chicago & Northwestern.	476	207	113	7	16,581	.....	557	235	117	7	18,281	110
Chicago, St. P., M. & O.	111	45	27	4	3,223	59	131	56	29	3	4,362	87
Chippewa Falls & Western	1	1	1	.....	4	3	.....	.....	.....	.....	.....	.....
Fond du Lac, Amboy & P.	2	1	1	.....	33	8	2	1	1	.....	32	3
Green Bay & Minnesota	19	9	4	.....	499	20	.....	.....	.....	.....	.....	.....
Green Bay, Win. & St. P.	.....	.....	.....	.....	.....	.....	19	9	4	.....	499	21
Mil., L. Shore & Western.	33	15	3	2	804	11	39	12	9	2	1,265	15
Wisconsin Central.	45	16	6	2	1,258	40	44	23	10	2	1,681	31
Wis. & M. & C. F. & West.	.....	.....	.....	.....	.....	.....	1	4	1	.....	.....	1
Totals.	1,157	481	295	40	38,121	369	1,376	567	335	53	43,720	522

¹ Dining cars, 6; officers, 4.² 470 of the freight cars are leased.

Accidents.

TABLE NO. 23, 1893 — ACCIDENTS.

[NAME OF COMPANY.]	PASSENGERS.				EMPLOYEES.				OTHERS.				NUMBER OF EACH CLASS.						TOTAL.	
	From causes be- yond control.		By misconduct or want of caution.		From causes be- yond control.		By misconduct or want of caution.		From causes be- yond control.		By misconduct or want of caution.		Killed.			Injured.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.		
Chicago, Milwaukee & St. Paul	...	58	8	10	41	18	136	30	31	28	30	66	177	31	58	274	1	1	3	
Chicago & Northwestern	...	3	1	1	2	12	22	17	11	1	13	4	24	11	31	39	4	24	11	
Chicago, St. Paul, Minneap. & O.	...	1	3	2	5	3	17	6	4	5	6	4	22	6	11	32	2	2	6	
Fond du Lac, Amboy & Peoria	2	...	...	...	...	...	...	...	...	...	...	...	...
Green Bay & Minnesota	1	2	1	...	...	1	...	...	...	1	...	...	...	...
Green Bay, Winona & St. Paul	1	2	13	1	...	...	1	...	...	...	1	...	...	...	...
Milwaukee, Lake Shore & West'n	1	2	2	9	3	2	1	2	3	...	...	11	3	6	13	...	...
Wisconsin Central	1	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Wis. & Minn. & Chipp. Falls & W.	
Total....	...	62	3	15	51	36	201	59	48	3	51	59	74	252	50	113	376	2	2	1

MONTHLY EARNINGS AND EXPENSES

OF

WISCONSIN RAILROADS

FROM

JANUARY, 1874, TO JUNE 30, 1882.

Chicago, Milwaukee & St. Paul Railway — Earnings.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Comparative Statement of Earnings and Expenses — whole line.

EARNINGS.

MONTHS	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	631,723 84	454,070 83	522,532 16	373,324 38	687,137 63	583,712 85	756,750 95	979,601 35	1,434,536 72
Febr'y	636,616 35	309,878 05	513,957 79	396,099 39	650,069 50	467,984 83	724,636 74	673,646 16	1,376,376 91
March	563,765 96	436,081 53	560,892 34	460,214 00	648,439 16	612,358 11	888,859 15	911,291 66	1,561,386 31
April	689,421 01	605,691 02	592,634 74	480,964 47	746,155 00	638,687 46	837,026 85	1,234,901 45	1,517,569 32
May	865,693 85	654,975 05	748,136 26	576,731 02	774,743 86	793,513 19	1,029,939 17	1,483,267 18	1,627,932 70
June	815,714 34	632,581 19	830,259 02	544,360 96	615,745 77	756,016 91	936,021 73	1,659,628 40	1,619,431 15
July	722,845 83	731,606 77	660,693 47	534,910 43	635,060 88	742,141 60	1,013,053 51	1,539,656 82	.....
August	660,355 30	589,663 09	548,725 63	659,927 49	507,213 09	692,032 23	932,877 18	1,610,721 84	.....
Sept'r	763,077 51	696,017 04	617,653 74	1,131,749 63	661,815 76	994,104 37	1,243,288 34	1,623,029 79	.....
October	813,630 52	914,424 85	787,909 43	1,136,392 20	803,546 49	1,263,472 55	1,476,569 61	1,581,856 60	.....
Nov'r	661,090 50	864,852 90	729,203 60	864,522 09	789,952 24	1,078,996 48	1,460,031 83	1,561,231 80	.....
Dec'r	651,121 35	740,959 73	597,507 08	659,123 80	706,221 74	1,045,299 82	1,397,782 46	1,848,127 85	.....

*Chicago, Milwaukee & St. Paul Railway — Expenses.*EXPENSES.¹

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	405,452 34	329,046 14	368,962 37	331,346 77	335,491 39	395,991 58	403,735 93	747,385 81	811,192 20			
Feb'y ..	423,364 02	347,677 53	328,974 25	383,723 59	360,827 83	358,786 08	483,106 09	731,651 30	764,754 97			
March ..	436,704 31	346,625 86	346,986 91	281,387 63	392,376 41	390,870 70	503,394 88	724,986 08	807,370 82			
April ..	460,879 57	361,998 23	383,418 33	302,634 88	445,312 36	433,953 66	592,430 85	816,105 56	846,716 75			
May	578,293 05	419,388 14	427,324 73	326,667 02	427,972 80	444,065 63	671,611 95	841,977 79	913,047 27			
June	544,238 91	474,007 82	456,446 61	343,182 51	392,332 05	408,824 97	613,405 16	885,494 60	926,251 66			
July	520,663 66	521,828 73	454,104 73	332,018 79	398,460 93	474,628 38	581,318 68	722,418 50	.....		
August ..	530,543 12	431,934 91	413,669 96	396,957 39	363,394 63	455,648 92	528,586 17	847,167 73	.....		
Sept'r ..	571,847 20	455,514 42	424,313 17	571,699 64	401,661 16	491,216 04	681,192 36	817,509 79	.....		
October ..	441,184 26	487,583 36	413,936 09	479,713 59	420,664 31	546,037 66	791,148 24	876,582 14	.....		
Nov'r ..	401,714 96	458,563 29	468,619 56	450,944 88	419,298 44	497,818 41	796,560 27	915,469 23	.....		
Dec'r ..	447,729 89	459,016 24	390,612 21	375,694 66	364,334 22	500,527 32	751,845 69	902,555 35	.....		
Totals	5,752,615 29	5,093,634 67	4,877,368 94	4,478,975 68	4,738,126 57	5,403,359 35	7,462,836 27	9,810,303 88	.....		

¹ Earnings and expenses of elevators not included in these statements.² Expenses of elevators included after July 1, 1881.³ Earnings of elevators are included from and after January 1, 1882.

THE CHICAGO & NORTHWESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

(This statement includes the operations of proprietary and leased lines after July 1, 1880, but does not include them prior to that date.—Com.)

EARNINGS.

Chicago & Northwestern Railway — Earnings.

Month.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
January	\$ 1,014,513 85	\$ 825,468 69	\$ 808,842 06	\$ 721,038 55	\$ 997,780 84	\$ 943,174 50	\$ 1,064,299 73	\$ 1,240,867 35	\$ 1,644,935 55
Feb'y	900,764 79	671,784 30	854,026 56	714,116 27	1,004,194 03	831,585 37	1,048,536 66	963,204 63	1,474,175 94
March	1,024,060 77	970,063 77	944,449 81	804,556 20	994,864 10	969,688 37	1,288,814 15	1,178,795 55	1,672,930 66
April	1,080,193 35	1,024,389 26	919,997 57	858,594 52	1,188,474 83	1,024,286 53	1,163,843 26	1,474,611 70	1,668,741 50
May	1,290,495 88	1,104,458 67	1,090,751 53	930,014 47	1,346,003 14	1,312,007 50	1,710,371 98	1,879,006 30	2,110,947 35
June	1,163,522 42	1,052,390 52	1,232,407 40	927,143 22	962,153 82	1,286,114 41	1,538,361 55	2,306 440 45	2,043,516 26
July	1,011,685 05	1,257,892 17	1,015,992 13	934,887 94	1,006,284 85	1,215,760 86	1,699,685 68	2,983,031 64	.....
August	1,118,370 66	1,093,634 14	986,682 81	1,141,310 08	1,179,254 60	1,244,483 35	1,767,938 55	2,315,164 03	.....
Sept'ber	1,254,255 36	1,206,506 39	1,182,830 24	1,559,367 71	1,347,007 44	1,581,904 42	2,020,244 58	2,292,676 79	.....
October	1,407,974 06	1,409,168 45	1,403,992 79	1,471,214 06	1,459,099 12	1,028,748 69	2,165,216 73	2,341,097 50	.....
Nov'ber	1,065,725 84	1,196,333 03	1,117,349 04	1,138,119 12	1,304,853 62	1,413,977 90	1,855,621 74	2,019,037 94	.....
Dec'ber	1,030,027 53	938,339 12	909,640 56	928,747 60	991,210 26	1,217,020 20	1,477,902 16	1,855,476 54	.....
Totals	13,361,690 46	12,811,228 51	12,467,542 57	12,129,394 38	13,791,179 26	14,998,752 10	18,679,836 77	22,849,210 72	.....

Chicago & Northwestern Railway — Expenses.

EXPENSES.											
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Jan'y.	893,416 16	750,697 20	608,016 60	694,931 83	648 725 11	684,013 90	660,953 85	803,225 63	954,182 51		
Feb'y.	739,953 47	611,975 36	576,787 97	536,457 68	600,503 85	559,479 38	594,850 15	860,194 49	859,046 78		
March.	950,509 47	752,684 77	524,957 41	464,240 76	498,287 33	528,453 18	539,128 28	909,514 52	1,063,868 42		
April.	847,007 17	720,481 54	538,613 28	444,270 73	467,125 51	481,525 47	596,947 39	845,370 39	1,021,456 86		
May ..	440,486 54	422,887 35	371,052 40	249,278 23	499,186 62	465,244 77	558,850 15	590,709 77	1,198,015 31		
June ..	901,834 81	770,096 19	720,950 22	685,757 21	685,052 75	624,777 63	741,909 92	1,093,128 18	1,120,855 67		
July ..	552,914 85	647,045 12	598,033 63	581,819 20	578,352 74	568,319 59	865,712 87	1,002,471 49	.....	
August	674,295 75	770,933 65	703,282 12	578,943 15	570,862 55	575,391 52	815,353 24	1,078,928 94	.....	
Sept'r.	667,945 70	734,045 17	577,150 64	563,143 06	538,855 85	542,944 58	846,745 35	980,609 20	.....	
Octo'r.	684,459 66	707,555 82	586,089 46	608,655 80	505,399 32	604,095 45	850,480 11	1,047,851 29	.....	
Nov'e'r	645,862 65	644,517 42	504,789 91	552,736 91	497,571 91	584,399 28	825,471 80	895,841 05	.....	
Dec'r .	598,704 91	514,006 87	468,154 85	470,126 51	509,972 28	548,850 04	825,981 79	932,825 69	.....	
Totals	8,597,391 14	8,047,476 46	6,778,528 58	6,430,391 07	6,598,895 82	6,767,474 79	8,722,864 90	11,088,970 64	.....	

1 Expenses include taxes.

*Chicago, St. Paul, Minneapolis & Omaha Railway—Earnings.***CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.***Comparative Statement of Earnings and Expenses.***EARNINGS.**

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	77,127 21	46,806 14	48,259 28	44,043 91	62,752 53	73,870 21	86,214 04	143,122 68	327,478 16
February....	58,240 72	37,280 95	52,237 25	43,385 00	63,369 03	64,572 74	74,893 12	106,446 41	333,439 42
March	64,957 65	58,812 74	75,496 47	50,576 43	78,363 55	89,409 07	115,722 03	174,219 88	413,236 02
April	79,116 51	77,593 43	73,070 48	65,246 52	78,936 01	91,913 46	121,533 86	192,130 64	377,288 53
May	80,741 94	68,663 25	69,865 44	53,731 55	78,666 54	99,514 19	109,870 84	185,708 77	402,882 16
June	74,937 03	63,084 54	64,063 20	54,943 78	64,397 02	90,855 37	115,214 46	404,561 69	374,693 49
July	69,026 34	58,527 07	59,105 27	49,613 18	67,734 68	73,338 94	115,129 76	383,202 18	.....
August	66,791 91	63,739 71	58,183 52	56,422 07	70,688 24	81,770 62	123,133 33	376,896 89	.....
September...	83,886 93	80,701 73	70,838 11	83,624 22	83,648 43	111,176 24	150,699 45	373,370 35	.....
October	87,303 92	95,442 96	90,711 13	90,623 06	99,471 54	138,364 99	188,724 74	379,038 79	.....
November...	71,806 27	98,844 06	80,432 39	97,476 34	97,440 86	134,297 60	185,392 39	392,921 11	.....
December ...	71,984 57	77,122 04	68,106 13	79,811 76	96,876 26	124,923 85	170,324 05	432,615 45	.....
Totals...	884,920 10	827,678 62	810,368 67	775,498 45	942,344 69	1,193,911 28	1,555,862 67	3,544,234 84	.....

*Green Bay, Winona & St. Paul — Earnings.***GREEN BAY, WINONA & ST. PAUL.***Comparative Statement of Earnings and Expenses.***EARNINGS.**

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
January		\$ 17,826 50	\$ 16,922 18	\$ 18,540 92	\$ 23,515 88	\$ 21,547 26	\$ 24,830 20	\$ 24,141 92	\$ 26,784 60
February		19,874 86	17,039 82	17,310 80	27,248 74	18,539 56	26,592 96	16,122 35	25,382 49
March		20,275 71	11,875 07	23,048 54	34,496 30	26,251 92	36,574 57	31,489 23	39,709 88
April		18,477 75	16,653 25	20,664 15	30,503 21	25,455 26	30,050 88	31,122 50	29,343 61
May		26,707 47	30,363 42	22,618 51	26,555 13	29,205 96	31,532 77	33,858 55	30,354 02
June		27,363 45	29,889 14	23,911 40	26,004 84	28,079 83	23,974 88	44,803 17	32,396 09
July		25,091 36	22,923 10	22,731 87	20,763 80	26,548 93	27,858 63	34,593 84	.....
August		22,773 37	21,314 46	21,651 09	21,129 38	24,572 56	28,196 78	34,848 76	.....
September		33,935 73	28,324 33	53,385 44	31,025 74	40,946 31	38,504 43	39,335 99	.....
October		48,249 71	45,194 76	64,240 31	41,725 82	54,643 18	47,074 58	32,812 25	.....
November		40,038 63	34,729 51	51,361 53	34,973 48	42,226 68	44,164 01	39,369 29	.....
December		22,688 70	27,017 10	27,855 86	30,843 37	38,598 36	34,551 61	44,676 86	.....
Totals		333,303 21	302,236 74	367,310 41	348,755 78	376,615 76	393,897 32	407,174 21	.....

No record.

Green Bay, Winona & St. Paul — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January.....	20,468 62	16,922 78	24,651 32	21,971 09	15,509 73	17,427 83	20,275 21	22,180 08				
February.....	20,931 99	18,906 08	23,930 87	23,097 10	12,624 42	16,491 71	20,573 69	22,658 35				
March.....	22,676 11	19,920 26	19,206 43	20,660 80	14,057 72	19,452 80	19,931 82	26,107 12				
April.....	26,026 85	24,422 02	19,259 04	21,675 88	16,319 78	21,933 79	22,166 23	24,690 53				
May.....	27,767 12	25,045 80	24,145 25	20,372 47	19,201 47	25,163 57	29,011 86	26,159 26				
June.....	29,116 83	28,499 32	26,751 30	19,351 14	17,519 76	25,737 69	30,903 07	31,130 45				
July.....	26,969 02	23,119 68	24,940 32	16,574 16	18,370 64	24,973 86	30,734 68	.....			
August.....	30,277 79	27,077 68	24,212 05	16,502 47	20,208 16	23,253 77	26,055 02	.....			
September....	19,732 48	26,262 57	25,455 00	16,249 16	18,892 97	27,331 40	28,736 95	.....			
October.....	22,761 81	28,397 69	41,920 32	18,221 42	22,857 82	25,506 27	32,191 26	.....			
November....	22,959 71	31,034 94	28,970 14	20,954 93	23,412 47	21,291 48	25,089 64	.....			
December....	26,859 88	25,524 14	30,324 51	17,119 86	20,116 07	22,513 56	25,147 99	.....			
Totals.....	296,548 21	295,133 65	313,766 55	232,750 00	219,089 01	271,127 23	310,817 42	.....			

No record.

Milwaukee, Lake Shore & Western Railway — Earnings.

THE MILWAUKEE, LAKE SHORE & WESTERN RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
January.	11,550 29	10,404 27	12,819 28	17,122 64	21,553 15	21,169 58	24,832 98	39,077 53	66,371 49
Febr'y ..	11,408 95	7,846 76	15,497 78	15,448 69	20,971 65	19,865 33	33,251 41	31,382 42	65,437 38
March ..	12,069 14	15,188 59	16,783 15	17,809 68	18,847 06	25,371 16	37,772 14	36,755 49	77,606 21
April. . .	12,755 19	16,472 77	16,837 47	18,334 19	18,899 94	23,166 32	30,845 58	46,847 93	70,008 63
May	12,393 85	14,038 51	15,405 92	17,808 14	18,612 60	23,741 58	28,013 93	48,069 10	67,609 55
June	12,522 43	16,567 35	17,191 12	17,098 52	16,559 81	24,940 45	35,901 94	52,502 17	75,512 29
July	10,735 27	14,414 27	16,375 91	15,768 99	18,414 56	21,308 34	34,211 22	52,065 04	.....
Augst.. .	10,926 51	13,692 83	15,945 65	15,631 41	18,012 01	22,781 47	34,066 69	59,931 36	.....
Sept'r . . .	13,767 41	17,586 27	18,623 79	24,106 24	22,700 02	30,001 01	38,642 00	63,995 73	.....
October.. .	20,400 23	20,889 22	20,385 03	26,238 42	28,671 54	37,994 77	40,124 53	73,397 33	.....
Nov'r . . .	11,555 06	19,213 98	15,606 95	23,044 41	24,974 75	29,797 17	48,734 04	64,653 81	.....
Dec'r . . .	13,402 09	15,827 93	18,810 36	20,871 75	21,613 66	35,906 00	41,255 52	66,681 97	.....
Totals	153,548 42	192,137 55	200,872 41	229,233 08	250,180 63	315,943 18	427,751 98	635,659 78	.....

Milwaukee, Lake Shore & Western Railway — Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January .	8,240 61	12,636 51	10,544 87	13,527 16	15,038 68	14,686 62	16,982 32	26,142 01	39,610 12			
Feb'y ...	10,214 39	11,046 40	12,066 88	13,344 39	14,336 77	13,667 60	16,786 71	27,447 43	39,462 14			
March ..	10,806 14	12,854 23	11,540 01	13,172 13	14,094 57	16,187 35	17,795 30	44,286 89	41,518 25			
April ...	9,346 52	11,976 73	12,030 20	14,060 99	14,509 21	14,240 47	21,370 15	28,879 93	44,557 62			
May	10,307 73	10,776 87	11,040 94	15,425 56	17,184 36	15,083 62	22,586 36	35,348 04	49,709 15			
June	9,304 67	12,774 25	10,968 88	15,116 75	16,384 48	16,142 39	24,953 06	39,697 39	53,563 42			
July	8,867 92	11,814 79	13,522 53	14,386 73	16,422 89	15,756 67	21,634 84	31,699 63	.....		
August..	10,035 47	10,544 03	12,755 27	13,543 37	15,668 94	18,983 95	27,791 78	33,070 66	.....		
Sept'r ...	11,157 24	11,261 93	12,018 85	14,530 26	26,707 66	18,396 02	30,818 37	35,058 86	.....		
October..	10,843 64	11,126 92	11,536 61	15,367 89	16,053 63	18,307 72	25,645 47	36,556 94	.....		
Nov'r ...	12,398 98	11,409 44	12,092 22	14,005 97	15,324 95	19,284 50	26,942 78	43,829 51	.....		
Dec'r ...	10,742 61	12,263 29	12,776 10	13,948 38	16,060 94	7,247 05	17,626 97	37,775 40	.....		
Totals.	122,265 92	139,984 44	142,893 36	172,029 58	197,797 08	187,933 96	270,936 61	419,792 69	.....		

Wisconsin Central Railroad — Earnings.

THE WISCONSIN CENTRAL RAILROAD.

[The Phillips & Colby Construction Company until December 17, 1877.]

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
January ...	\$ 44,284 74	\$ 38,875 21	\$ 51,585 96	\$ 64,676 08	\$ 55,320 97	\$ 58,107 42	\$ 92,575 88	\$ 91,386 91	\$ 138,348 82
February...	46,470 35	20,389 93	59,444 67	56,942 47	58,449 37	54,806 35	85,251 61	64,037 91	123,873 26
March	62,439 81	43,990 00	65,122 16	65,002 44	64,572 28	72,619 77	99,387 64	87,100 69	148 860 92
April	53,213 39	68,474 55	69,147 46	57,616 30	62,062 67	63,827 95	88,374 20	107,239 37	137,602 14
May	49,822 45	54,278 30	61,194 90	56,950 55	59,325 67	69,362 20	80,328 56	116,834 69	127,981 81
June	55,162 49	57,220 95	57,987 22	54,612 06	52,770 79	66,055 56	79,523 19	115,004 00	128,748 81
July	53,281 94	56,310 01	50,457 93	56,961 93	51,807 06	60,829 66	89,984 05	111,790 41	.....
August	50,638 69	50,168 11	50,489 95	51,706 38	51,486 55	57,299 71	86,354 29	118,603 32	.....
September...	50,468 40	56,702 29	58,150 81	65,884 28	61,931 86	76,679 42	106,262 04	128,032 02	.....
October.....	59,729 97	66,606 42	69,340 62	79,772 66	77,684 03	100,545 15	114,570 88	128,190 90	.....
November ..	49,973 56	65,158 54	64,311 27	68,194 98	69,049 38	82,188 23	112,864 53	141,896 92	.....
December ...	44,969 08	54,429 67	63,134 60	59,734 18	69,308 72	90,234 85	110,876 08	156,340 50	.....
Totals...	620,454 96	632,604 86	720,367 64	734,235 19	733,319 30	852,556 27	1,146 352 90	1,365 007 64	.....

Wisconsin Central Railroad—Expenses.

EXPENSES.

	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
January	81,740 97	26,551 13	31,572 49	39,153 04	40,514 16	34,536 45	53,839 32	63,463 19	75,707 11			
February	29,653 35	29,060 83	33,873 61	37,244 10	42,678 28	36,586 43	51,397 44	84,220 21	82,262 97			
March	29,610 33	31,583 68	33,323 71	38,370 40	45,190 45	41,435 99	58,232 15	74,250 17	101,353 22			
April	31,038 56	28,491 74	36,053 72	37,135 16	43,585 76	48,393 26	56,064 05	74,360 16	83,245 47			
May	39,025 73	30,337 56	37,362 55	43,674 99	38,389 60	44,267 65	43,340 69	81,747 12	92,710 68			
June	33,330 04	35,570 13	37,578 54	41,876 28	39,694 58	40,663 56	55,312 45	75,467 70	93,006 18			
July	30,515 50	32,239 93	36,942 70	37,731 68	35,323 33	35,260 11	57,682 43	72,575 23	.....		
August ..	28,393 47	33,933 98	35,578 36	36,179 16	35,490 66	40,038 32	51,725 04	67,733 77	.....		
September ..	26,781 06	38,670 43	35,519 06	44,959 19	34,856 14	42,331 09	56,423 10	74,753 84	.....		
October	32,795 84	32,397 01	36,751 30	39,816 56	42,560 86	43,079 20	59,137 96	68,034 10	.....		
November ..	27,856 23	31,121 67	36,149 03	39,722 42	37,296 72	41,930 55	61,373 67	66,465 17	.....		
December ..	33,035 54	30,045 54	36,906 39	39,700 40	38,516 46	48,537 14	60,436 18	56,802 75	.....		
Totals. . .	373,676 62	380,006 34	427,411 46	474,653 38	474,497 06	497,138 75	669,004 48	860,373 41	.....		

Prairie du Chien & McGregor Railroad — Earnings and Exp.

PRAIRIE DU CHIEN & MCGREGOR RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1877.	1878.	1879.	1880.	1881.	1882.
	\$	\$	\$	\$	\$	\$
January			4,203 50	4,842 50	3,867 00	4,550 50
February ...			3,321 50	3,776 50	1,805 00	4,699 00
March			3,167 50	3,772 50	2,203 50	5,147 50
April			3,570 00	4,828 00	3,914 00	4,847 00
May			5,385 00	4,146 00	4,229 00	4,258 50
June			4,513 00	1,879 00	4,941 50	4,544 00
July			4,160 50	5,261 00	5,699 00	.....
August			3,961 00	4,632 00	5,474 25	.....
September..			4,156 50	5,072 50	5,940 50	.....
October ..			6,495 00	5,557 75	1,989 75	.....
November..			5,856 00	6,180 00	4,592 00	.....
December ..			6,232 00	6,805 00	4,708 00	.....
Total	54,167 00	54,768 50	55,071 50	56,252 75	49,303 50	.....

EXPENSES.

	1879.	1880.	1881.	1882.
	\$	\$	\$	\$
Total	27,193 98	26,613 63	24,507 91	.....

Fond du Lac, Amboy & Peoria R'y — Earnings and Expenses.

FOND DU LAC, AMBOY & PEORIA RAILWAY.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1878.	1879.	1880.	1881.	1882.
	\$	\$	\$	\$	\$
January.....	1,339 86	2,332 12	2,169 36	2,817 79	
February.....	1,112 46	2,566 06	356 86	2,936 91	
March.....	1,469 42	3,021 97	450 60	3,537 71	
April.....	1,367 84	2,944 12	2,593 97	2,711 40	
May.....	1,823 13	1,901 35	3,339 94	3,160 24	
June.....	1,716 91	2,202 18	4,692 50	4,804 84	
July.....	1,712 04	3,103 54	4,394 53	3,692 59	
August.....	1,362 89	2,111 77	2,958 43	3,793 30	
September.....	2,134 52	4,476 62	3,822 05	3,578 89	
October.....	2,321 18	4,593 45	4,373 75	4,210 49	
November.....	2,100 76	3,464 58	4,064 75	4,240 88	
December.....	1,539 23	2,780 88	3,582 69	4,396 76	
Total.....	14,710 66	29,928 95	42,092 91	39,358 34	

EXPENSES.

	\$	\$	\$	\$	\$
January		1,339 47	1,633 98	2,067 46	2,640 84
February		1,153 45	1,654 47	2,142 12	2,637 25
March		1,241 44	1,743 29	2,808 14	2,835 18
April		1,104 78	2,048 45	1,994 32	3,348 40
May	1,662 14	1,216 69	2,018 16	2,246 07	2,757 95
June	1,512 97	1,429 91	2,123 65	2,161 08	2,785 83
July	1,403 23	1,215 98	2,278 36	2,665 72	
August	1,494 10	1,270 37	2,213 28	2,438 48	
September	1,452 62	1,394 16	2,396 66	2,708 47	
October	1,683 97	1,531 52	2,646 48	4,016 23	
November	1,531 42	1,768 97	2,546 37	3,034 16	
December	1,566 19	1,657 31	2,852 13	3,192 77	
Total	12,306 64	16,264 05	25,655 28	31,475 02	

Wisconsin & Minnesota Railroad — Earnings and Expenses.

WISCONSIN & MINNESOTA RAILROAD.

Comparative Statement of Earnings and Expenses.

EARNINGS.

MONTHS.	1880.	1881.	1882.
January		\$10,770 23	\$19,351 46
February		7,727 19	16,370 01
March		17,216 37	25,856 55
April		16,536 27	25,501 66
May		13,807 70	19,886 59
June		14,715 94	16,640 02
July		14,178 42	
August		15,312 10	
September		16,724 68	
October		16,677 84	
November	\$4,010 32	24,255 05	
December	14,495 29	27,215 32	
Totals	\$18,505 61	\$195,137 11	

EXPENSES.

January		5,713 15	8,379 62
February		6,353 33	6,589 94
March		6,261 34	8,038 28
April		7,629 55	8,568 16
May		7,032 96	12,563 56
June		11,063 50	9,781 91
July		7,848 00	
August		7,201 54	
September		8,335 70	
October		8,577 31	
November	2,902 83	9,507 51	
December	5,393 50	7,599 98	
Totals	\$8,296 33	\$93,123 87	

¹ Opened November, 21, 1883, and in route Chippewa Falls & Western after that date.

Recapitulation of Earnings and Expenses.

RECAPITULATION OF EARNINGS AND EXPENSES.

The following is a recapitulation of the annual receipts and operating expenses of the several roads of this state, for a series of years, commencing with 1870:

EARNINGS AND EXPENSES.

Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
CHICAGO, MILWAUKEE & ST. PAUL.			CHICAGO & NORTHWESTERN.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1870...	7,193,142 01	4,832,338 88	1870..	12,203,409 20	7,026,099 49
1871...	6,491,602 02	3,850,354 56	1871..	11,008,280 46	6,244,505 96
1872...	6,722,417 29	4,695,615 97	1872..	12,272,063 98	7,169,808 39
1873...	8,731,667 14	6,583,662 74	1873..	13,816,464 59	9,375,632 56
1874...	8,473,956 36	5,752,615 29	1874..	13,361,690 46	8,597,391 14
1875...	7,780,802 05	5,093,634 67	1875..	12,811,228 51	8,047,476 46
1876...	7,710,215 22	4,877,368 94	1876..	12,467,542 57	6,778,528 58
1877...	7,818,824 86	4,478,975 68	1877..	12,129,394 83	6,430,391 07
1878...	8,226,591 12	4,728,126 57	1878..	13,791,179 26	6,598,895 82
1879...	9,668,320 40	5,403,359 35	1879..	14,998,752 10	6,767,474 79
1880...	12,743,841 02	7,663,786 70	1880..	17,562,387 29	7,718,772 29
1881...	16,736,960 90	9,810,303 88	1881..	22,849,210 72	11,088,970 64
	108,298,340 39	67,770,143 23		169,271,603 97	91,843,947 19
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.			WISCONSIN CENTRAL.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
1871...	159,664 64	74,699 11	.....	.....	.....
1872...	403,202 10	559,059 86	.....	.....	.....
1873...	869,188 99	591,974 90	1873..	188,161 54	112,063 11
1874...	884,920 10	697,107 54	1874..	620,454 96	373,676 62
1875...	827,678 62	650,911 33	1875..	632,664 88	380,006 34
1876...	810,368 67	624,955 06	1876..	720,367 64	427,411 46
1877...	775,498 45	780,293 99	1877..	784,235 19	474,653 38
1878...	942,344 69	566,495 78	1878..	733,819 30	474,497 06
1879...	1,193,911 28	676,833 68	1879..	852,556 27	497,138 75
1880...	1,555,852 67	818,161 44	1880..	1,146,352 90	680,149 53
1881...	3,544,224 84	2,020,364 88	1871..	1,365,967 64	860,373 41
	11,966,855 05	7,760,857 57		6,994,580 32	4,279,969 66

Recapitulation of Earnings and Expenses.

Year.	Earnings.	Expenses.	Year.	Earnings.	Expenses.
MILW., LAKE SHORE & WESTERN.			GREEN BAY, WINONA & ST. PAUL.		
1874...	\$153,546 42	\$122,265 92	1874...	.....	.....
1875...	182,137 75	139,984 44	1875...	\$323,303 24	\$296,548 21
1876...	200,372 41	142,893 36	1876...	302,236 74	295,133 65
1877...	229,283 08	172,029 58	1877...	367,310 41	313,766 55
1878...	250,130 68	197,797 03	1878...	348,785 78	232,750 00
1879...	315,943 18	187,983 96	1879...	376,615 76	219,089 01
1880...	427,751 98	273,264 90	1880...	393,897 32	290,592 68
1881...	635,659 78	419,792 69	1881...	407,174 21	30,817 43
	2,394,825 28	1,656,011 93		2,519,323 46	1,958,697 52
PRAIRIE DU CHIEN & MCGREGOR.			FOND DU LAC, AMBOY & PEORIA.		
1876...	\$47,167 00	.....	.....	.....	.....
1877...	54,167 00	.....	.....	.....	.....
1878...	54,768 00	.....	1878...	\$14,710 66	\$12,306 64
1879...	55,071 50	\$27,193 98	1879...	29,928 95	16,264 05
1880...	56,252 00	26,613 63	1880...	42,107 41	25,880 43
1881...	49,303 50	24,507 91	1881...	39,358 34	31,475 02
	316,729 00	78,315 52		126,105 36	85,926 14
WISCONSIN & MINNESOTA AND CHIP- PEWA FALLS & WESTERN			1880...	\$18,505 61	\$8,296 33
			1881...	195,137 11	93,123 87
				213,642 72	101,420 20

*Railroad Building in Wisconsin.***STATISTICAL STATEMENT OF RAILROAD BUILDING IN THE STATE OF WISCONSIN.**

Giving a complete Synoptical History of Construction in the State from 1850 to December 31, 1892, in which is given separately the distance between points, the Total Yearly Construction, and the Yearly Construction by each Company.

YEAR.	NAME OF COMPANY.	FROM —	TO —	Distance between points named.	Yearly construction of each company named.	Total miles built each year.
1850..	Chicago, Milwaukee & St. Paul.	Milwaukee	Elm Grove	10.00	10.00	10.00
1851..	Chicago, Milwaukee & St. Paul.	Elm Grove	Eagle	24.00	24.00	24.00
1852..	Chicago, Milwaukee & St. Paul.	Eagle	Janesville	36.00	36.00	36.00
1853..	Chicago, Milwaukee & St. Paul.	Milton	Stoughton	18.10	18.10	18.10
1854..	Chicago, Milwaukee & St. Paul.	Stoughton	Madison	15.60	.....	.....
1854..	Chicago, Milwaukee & St. Paul.	Milwaukee	Schwartzburg	8.00	.....	.....
1854..	Chicago & Northwestern	Minnesota Junction	Fond du Lac	29.00	28.60	.....
1854..	Chicago & Northwestern	Beloit	Footville	17.00	.....	.....
1855..	Chicago, Milwaukee & St. Paul.	Schwartzburg	Horicon	42.00	46.00	69.60
1855..	Chicago, Milwaukee & St. Paul.	Horicon	Waupun	14.00	.....	.....
1855..	Chicago, Milwaukee & St. Paul.	Racine	Delavan	46.40	.....	.....
1855..					102.40	.....

Railroad Building in Wisconsin.

STATISTICAL STATEMENT OF RAILROAD BUILDING IN THE STATE OF WISCONSIN — continued.

YEAR.	NAME OF COMPANY,	FROM —	TO —	Distance between points named.	Yearly construction of each company named.	Total miles built each year.
1855..	Chicago & Northwestern.....	Cary	Janesville	20.00	.....	.....
1855..	Chicago & Northwestern.....	Milwaukee	Illinois State Line	40.24	60.24	123.64
1856..	Chicago, Milwaukee & St. Paul.	Delavan.....	Beloit.....	22.30	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Brookfield	Watertown	37.80	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Horicon.....	Portage	45.00	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Waupun	Ripon.....	16.00	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Madison	Boscobel	71.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Ripon.....	Berlin	12.00	186.10	186.10
1857..	Chicago, Milwaukee & St. Paul.	Portage	New Lisbon.....	40.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Watertown	Columbus	22.30	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Boscobel	Prairie du Chien	28.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Janesville	Monroe	34.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Illinois State Line	Mineral Point.....	30.75	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Watertown	Sun Prairie.....	26.00	193.05	193.05
1858..	Chicago, Milwaukee & St. Paul.	New Lisbon.....	La Crosse	61.00	61.00	61.00

Railroad Building in Wisconsin.

1859..	Chicago & Northwestern.....	Janesville.....	Minnesota Junction	57.00	.....	.....
1859..	Chicago & Northwestern.....	Fond du Lac.....	Oshkosh.....	17.00	.....	.....
1859..	Chicago & Northwestern.....	Sheboygan.....	Plymouth.....	13.90	87.90	87.90
1860..	Chicago, Milwaukee & St. Paul.	Rush Lake Junction	Omro.....	9.20	.....	.....
1860..	Chicago & Northwestern.....	Plymouth.....	Glenbeulah.....	5.70	.....	.....
1860..	Chicago & Northwestern.....	Footville.....	Magnolia.....	8.00	8.70	.....
1861..	Chicago & Northwestern.....	Oshkosh.....	Appleton.....	20.00	20.00	17.90
1863..	Chicago & Northwestern.....	Appleton.....	Fort Howard.....	28.40	.....	20.00
1863..	Chicago & Northwestern.....	Kenosha.....	Genoa.....	27.50	.....	.....
1864..	Chicago, Milwaukee & St. Paul.	Columbus.....	Portage.....	28.00	55.90	55.90
1864..	Chicago, Milwaukee & St. Paul.	Brookfield	Milwaukee.....	18.00	41.00	.....
1864..	Chicago & Northwestern.....	Magnolia.....	Madison	28.80	28.80	69.80
1868..	Chicago, Milwaukee & St. Paul.	Omro.....	Winneconne.....	5.00	.....	.....
1868..	Chicago, Milwaukee & St. Paul.	Calamine	Belmont.....	10.00	.....	.....
1868..	Chicago & Northwestern.....	Glenbeulah.....	Fond du Lac.....	23.40	15.00	.....
1868..	Chicago, St. P., Minn. & Omaha	Warren's Mills	Black River Falls	20.50	23.40	.....
1869..	Chicago, Milwaukee & St. Paul.	Schwartzburg	Prairie du Chien line	6.00	20.50	58.90
1869..	Chicago, Milwaukee & St. Paul.	Sun Prairie	Madison	12.00	.....	.....
1869..	Chicago, St. P., Minn. & Omaha	Black River Falls	Augusta.....	33.80	18.00	.....
1870..	Chicago, Milwaukee & St. Paul.	Madison	Portage.....	39.00	33.80	51.80
1870..	Chicago, Milwaukee & St. Paul.	Elkhorn.....	Eagle	16.50	.....	.....
1870..	Chicago, Milwaukee & St. Paul.	Belmont.....	Platteville.....	8.00	63.50	.....

Railroad Building in Wisconsin.

STATISTICAL STATEMENT OF RAILROAD BUILDING IN THE STATE OF WISCONSIN continued.				Distance between points named.	Yearly construction of each company named.	Total mileage built each year.
YEAR.	NAME OF COMPANY.	FROM —	TO —			
1870..	Chicago & Northwestern.....	Winona Junction	Winona	29.00	29.00	.....
1870..	Chicago, St. P., Minn. & Omaha.	Augusta.. ..	Menomonie ..	45.50	45.50	.....
1870..	Milwaukee & Northern	Schwartzburg Junction ..	Cedarburg	13.70	13.70	.....
1871..	Chicago, Milwaukee & St. Paul.	Ripon.....	Oshkosh ..	20.00	.....	161.70
1871..	Chicago, Milwaukee & St. Paul.	Milwaukee.	Western Union Junction ..	23.00	.....	.....
1871..	Chicago, Milwaukee & St. Paul.	Kinnickinnic ..	Bay View	73	.....	.....
1871..	Chicago, Milwaukee & St. Paul.	Western Union Junction ..	State Line	16.00	.....	.....
1871..	Chicago & Northwestern.....	Fond du Lac	Princeton	35.40	68.73	.....
1871..	Chicago & Northwestern.....	Fort Howard	Marquette ..	40.45	.....	.....
1871..	Chicago & Northwestern.....	Genoa.....	Geneva Lake ..	8.70	.....	.....
1871..	Chicago, St. P., Minn. & Omaha.	Menomonie to state line on	Lake St. Croix, near Hudson	45.70	63.55	.....
1871..	Chicago, St. P., Minn. & Omaha.	North Wisconsin Junction ..	New Richmond.....	17.00	.....	.....
1871..	Green Bay, Winona & St. Paul.	Green Bay.....	New London	30.30	63.70	.....
1871..	Mil., Lake Shore & Western.....	Manitowoc	To a point westerly	21.40	30.30	.....
1871..	Wisconsin Central.....	Menasha	Stevens Point.....	63.55	21.40	.....
					63.55	.....

Railroad Building in Wisconsin.

1871..	Milwaukee & Northern.....	Cedarburg.....	Hilbert.....	63.30	.....	.....	.....
1871..	Milwaukee & Northern.....	Hilbert.....	Menasha	15.70	79.00	.....	.....
1872..	Chicago, St. P., Minn. & Omaha.	Warren's Mills	Elroy	32.20	32.20	.....	1418.22
1872..	Green Bay, Winona & St. Paul.	New London	Merrillan.....	108.80	108.80	.....	.....
1872..	Mil., Lake Shore & Western....	Extended to a point within	One mile of Appleton	20.00	.....	.....	.....
1872..	Mil., Lake Shore & Western....	Lake Shore Junction.....	Sheboygan	48.50	.....	.....	.....
1873..	Wisconsin Central.....	Stevens Point.....	Unity.....	47.40	68.50	.....	.....
1873..	Wisconsin Central.....	Ashland.....	Penokee.....	28.80	.....	.....	.....
1873..	Chicago, Milwaukee & St. Paul.	Tomah.....	Centralia.....	46.30	76.20	.....	285.70
1873..	Chicago & Northwestern.....	Madison	Winona Junction	120.10	46.30	.....	.....
1873..	Chicago & Northwestern.....	Milwaukee.....	Fond du Lac	62.63	.....	.....	.....
1873..	Green Bay, Winona & St. Paul.	Merrillan.....	Marshland	61.20	191.73	.....	.....
1873..	Mil., Lake Shore & Western....	Sheboygan	Manitowoc	25.20	61.20	.....	.....
1873..	Wisconsin Central.....	Unity	Worcester	53.80	25.20	.....	.....
1873..	Milwaukee & Northern.....	Hilbert.....	Green Bay.....	27.00	53.80	.....	.....
1874..	Chicago, Milwaukee & St. Paul	Centralia	Knowlton	23.70	27.00	.....	404.73
1874..	Chicago & Northwestern.....	Buncombe	Platteville.....	20.00	23.70	.....	.....
1874..	Chicago, St. P., Minn. & Omaha	New Richmond . . .	Clayton	23.00	20.00	.....	.....
					23.00	.....	.....

¹The line of the C., St. P., M. & O., was shortened during the year 1881, one mile, and ten-one-hundredths, which when corrected in the report of the company, will be taken out of the "construction for 1871," as well as the other mileage here indicated;—and the total mileage of the state.

Railroad Building in Wisconsin.

STATISTICAL STATEMENT OF RAILROAD BUILDING IN THE STATE OF WISCONSIN — continued.

YEAR	NAME OF COMPANY,	FROM —	TO —	Distance between points named.	Yearly construction of each company named.	Total miles built each year.
1855..	Chicago & Northwestern.....	Cary	Janesville	20.00	.....	.....
1855..	Chicago & Northwestern.....	Milwaukee	Illinois State Line	40.24	60.24	162.64
1856..	Chicago, Milwaukee & St. Paul.	Delavan.....	Beloit.....	22.30	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Brookfield	Watertown	37.80	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Horicon.....	Portage.....	45.00	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Waupun	Ripon.....	16.00	.....	.....
1856..	Chicago, Milwaukee & St. Paul.	Madison	Boscobel	71.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Ripon.....	Berlin	12.00	186.10	186.10
1857..	Chicago, Milwaukee & St. Paul.	Portage	New Lisbon.....	40.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Watertown	Columbus.....	22.30	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Boscobel	Prairie du Chien	28.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Janesville	Monroe	34.00	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Illinois State Line	Mineral Point.....	30.75	.....	.....
1857..	Chicago, Milwaukee & St. Paul.	Watertown	Sun Prairie.....	26.00	193.05	193.05

Railroad Building in Wisconsin.

1876..	Wisconsin Central.....	Worcester	Butternut Creek	31.90	.....	.....	.....
1876..	Wisconsin Central.....	Penoka Gap.....	Chippewa Crossing	14.00	.....	.....	.....
1876..	Wisconsin Central.....	Hancock	Portage	42.43	88.93	.....	133.43
1877..	Chicago, Milwaukee & St. Paul.	New Lisbon.....	Necedah	13.00	.....	.....	.....
1877..	Chicago & Northwestern.....	Platteville Junction	miles north.....	10.00	.....	13.00	.....
1877..	Fond du Lac, Amboy & Peoria.	Iron Ridge Junction.....	Fond du Lac.....	29.00	.....	10.00	.....
1877..	Wisconsin Central.....	Butternut Creek.	Chippewa Crossing	10.34	.....	29.00	.....
1878..	Chicago, Milwaukee & St. Paul.	Milwaukee	Cement Mills.....	1.20	.....	10.34	62.84
1878..	Chicago, Milwaukee & St. Paul.	Viroqua Junction.....	Melvina	10.00	.....	.....	.....
1878..	Chicago & North Western.....	Woodman	Lancaster	30.50	.....	11.20	.....
1878..	Chicago, St. P., Minn. & Omaha.	Hadson.....	River Falls.....	12.21	.....	30.50	.....
1878..	Chicago, St. P., Minn. & Omaha.	Clayton.....	Granite Lake	20.00	.....	.....	.....
1878..	Mil., Lake Shore & Western ..	New London.....	Clintonville	15.70	.....	32.21	.....
1879..	Chicago, Milwaukee & St. Paul.	Melvina	Viroqua.....	22.20	.....	15.70	89.61
1879..	Chicago, Milwaukee & St. Paul.	Wausau, one mile north.....	Merrill.....	18.53	.....	.....	.....
1879..	Chicago, Milwaukee & St. Paul.	LaCrosse, Levee .....	.....	66	.....	.....	.....
1879..	Chicago & North Western.....	Appleton.....	Water Power Line.....	3.63	.....	41.39	.....
1879..	Chicago & North Western.....	Lancaster Junction	Monfort (3½ miles south)	13.50	.....	.....	.....
1879..	Chicago, St. P., Minn. & Omaha.	Granite Lake	To 6 miles north.....	6.00	.....	17.13	.....
1879..	Mil., Lake Shore & Western.....	Clintonville	Tigerton (1 mile north) ..	19.70	.....	6.00	.....
1879..	Mil., Lake Shore & Western.....	Hortonville.....	South.....	11.40	.....	.....	.....
						31.10	

Railroad Building in Wisconsin.

STATISTICAL STATEMENT OF RAILROAD BUILDING OF THE STATE OF WISCONSIN. continued.

YEAR	NAME OF COMPANY.	FROM	TO	Distance between points named.	Yearly construction of each company named.	Total miles built each year.
1879..	Wisconsin Central	Appleton Spur, between	Menasha & Appleton	13.60	.....	.....
1879..	Wisconsin Central	Spurs at Menasha, Stevens	Point and Packwaukee	4.31	0.81	109.40
1880..	Chicago, Milwaukee & St. Paul.	Janesville	Beloit	18.81	.....	.....
1880..	Chicago, Milwaukee & St. Paul.	Broadhead	Albany	7.15	.....	.....
1880..	Chicago & Northwestern	State line at Menom. Riv.	Florence	13.00	20.00	.....
1880..	Chicago & Northwestern	Janesville	Afton	0.10	.....	.....
1880..	Chicago & Northwestern	Mont. and 3½ m's south to	A pt. north of Platt. June.	8.03	.....	.....
1880..	Chicago & Northwestern	June. south of Madison ..	Verona	0.40	.....	.....
1880..	Chl., St. Paul, Minn. & Omaha.	Granite Lake (6 m's north)	Cable	64.00	87.08	.....
1880..	Chl., St. Paul, Minn. & Omaha.	.....	Menominee Spur	0.01	.....	.....
1880..	Chl., St. Paul, Minn. & Omaha.	.....	Eau Claire Spur	3.74	.....	.....
1880..	Chl., St. Paul, Minn. & Omaha.	Merrillan	Towards Neilsville	4.60	04.95	.....
1880..	Fond du Lac, Amboy & Peoria.	Fond du Lac	Extended north 1 mile	1.00	1.00	.....
1880..	Mil., Lake Shore & Western	Hort. (11½ m's south of)	Oshkosh	11.10	.....	.....
1880..	Mil., Lake Shore & Western	Tigerton (1 mile north of)	Eland Junction	11.60	.....	.....
1880..	Mil., Lake Shore & Western	Eland Junction	Wausau	23.80	.....	.....
1880..	Mil., Lake Shore & Western	Eland Junction	Antwa	11.10	56.20	.....

Railroad Building in Wisconsin.

1872..	Chicago, St. P., Minn. & Omaha.	Warren's Mills	Elroy	32.20	32.20	1418.22
1872..	Green Bay, Winona & St. Paul.	New London	Merrillan	108.80	108.80	.....
1872..	Mil., Lake Shore & Western.....	Extended to a point within	one mile of Appleton	20.00	.....	.....
1872..	Mil., Lake Shore & Western.....	Lake Shore Junction.....	Sheboygan	48.50	.....	.....
1872..	Wisconsin Central.....	Stevens Point.....	Unity.....	47.40	68.50	.....
1872..	Wisconsin Central.....	Ashland.....	Penokee.....	28.80	.....	.....
1873..	Chicago, Milwaukee & St. Paul.	Tomah	Centralia	46.30	76.20	285.70
1873..	Chicago & Northwestern.....	Madison	Winona Junction	129.10	46.30	.....
1873..	Chicago & Northwestern.....	Milwaukee	Fond du Lac	62.63	.....	.....
1873..	Green Bay, Winona & St. Paul.	Merrillan	Marshland	61.20	191.73	.....
1873..	Mil., Lake Shore & Western.....	Sheboygan	Manitowoc	25.20	61.20	.....
1873..	Wisconsin Central.....	Unity	Worcester	53.30	25.20	.....
1873..	Milwaukee & Northern.....	Hilbert.....	Green Bay.....	27.00	53.30	.....
1874..	Chicago, Milwaukee & St. Paul	Centralia	Knowlton	23.70	27.00	.....
1874..	Chicago & Northwestern.....	Buncombe	Platteville.....	20.00	23.70	.....
1874..	Chicago, St. P., Minn. & Omaha	New Richmond . . .	Clayton	23.00	20.00	.....
				23.00	23.00	.....

¹ The line of the C., St. P., M. & O., was shortened during the year 1881, one mile, and ten-one-hundredths, which when corrected in the report of the company, will be taken out of the "construction for 1871," as well as the other mileage here indicated: — and the total mileage of the state.

Railroad Building in Wisconsin.

STATISTICAL STATEMENT OF RAILROAD BUILDING IN THE STATE OF WISCONSIN.—continued.

YEAR	NAME OF COMPANY.	FROM —	TO —	Distance between points named.	Yearly construction of each company named.	Total miles built each year.
1874..	Chippewa Falls & Western....	Chippewa Falls.....	Eau Claire.....	10.35	10.35	.....
1874..	Green Bay, Winona & St. Paul..	Marshland	Eastmoor	3.00	3.00	.....
1874..	Mil., Lake Shore & Western....	Manitowoc.....	Two Rivers	6.20	.....	.....
1874..	Mil., Lake Shore & Western....	From 1 mile of Appleton.	Appleton	1.00	7.20	.....
1874..	Prairie du Chien & McGregor..	Prairie du Chien	Iowa State Line.....	1.75	.....	.....
1874	Milwaukee & Northern.....	Green Bay.....	Fort Howard....	50	1.75	.....
1875..	Chicago, Milwaukee & St. Paul	Knowlton.....	Wausau	19.00	.....	80.50
1875..	Chicago, Milwaukee & St. Paul.	LaCrosse Bridge.....	Line	97	19.97	.....
1875..	Wisconsin Central.....	Stevens Point... ..	Hancock	27.60	27.60	47.57
1876..	Chicago, Milwaukee & St. Paul	Lone Rock	Richland Center.....	16.00	.....	.....
1876..	Chicago, Milwaukee & St. Paul.	Wausau	To one mile north.....	1.00	17.00	.....
1876..	Green Bay, Winona & St. Paul..	Ouafaska.....	LaCrosse	6.50	6.50	.....
1876..	Green Bay, Winona & St. Paul..	Appleton.....	New London.....	21.00	21.00	.....
1876..	Mil., Lake Shore & Western....	.....	.....	.....	.....	.....

Railroad Building in Wisconsin.

1882..	Milw., Lake Shore & Western ..	Antigo	Bryant	5.00	.....	.....
1882..	Milwaukee & Lake Winnebago.	Neenah	Schleisingsville.....	65.00	45.40	.....
1882..	Northern Pacific.....	Superior	Omaha Junction.....	1.85	65.00	.....
1882..	Packwaukee & Montello	Two and $\frac{3}{16}$ miles east of Packwaukee	Montello	4.30	1.85	.....
1882..	Wisconsin & Michigan	Within one mile of Stiles.	Stiles	1.00	4.30	.....
1882..	Wisconsin & Michigan	Stiles northerly.....	Stiles	40.00	.....	.....
1882..	St. Paul Eastern Grand Trunk..	Oconto.....	Stiles Junction ..	10.50	41.00	.....
					10.50	.....
						1390.29
						13,833.74

Total mileage of Wisconsin railroads December 31, 1882

1 If the corrections for construction for the years 1871 and 1873 had been made, the mileage in the state would have been reduced 2.6 miles, and would have left the actual mileage of the railroads of Wisconsin December 31, 1882, at 3,830.14.

Number of Miles of Rail Laid.

Year.	From —	To —	Miles. <small>188</small>
CHICAGO, MILWAUKEE & ST. PAUL — continued.			
1880..	Janesville	Beloit	13.84
1880..	Brodhead	Albany	7.15
1881..	Monroe	Shullsburg	23.50
1881..	Mazomanie	Prairie du Sac	10.84
1881..	In city of Eau Claire		1.53
1882..	Stoughton Mill Track .....		.80
1882..	Waterloo Quarry Track		1.10
1882..	Beaver Dam Spur	In city of Beaver Dam	2.10
1882..	Brandon	Westerly, toward Markesan	11.50
1882..	Read's Junction	Eau Claire	46.67
1882..	Red Cedar Junction	Point north of Cedar Falls	21.40
Total mileage Dec. 31, 1882			1,182.16
CHICAGO & NORTHWESTERN.			
1854..	Minnesota Junction	Fond du Lac	29.00
1854..	Beloit	Footville	17.00
1855..	Carey	Janesville	20.00
1855..	Milwaukee	Illinois state line	40.24
1859..	Janesville	Minnesota Junction	57.00
1859..	Fond du Lac	Oshkosh	17.00
1859..	Sheboygan	Plymouth	13.90
1860..	Plymouth	Glenbeulah	5.70
1860..	Footville	Magnolia	3.00
1861..	Oshkosh	Appleton	20.00
1863..	Appleton	Fort Howard	28.40
1862..	Kenosha	Genoa	27.50
1864..	Magnolia	Madison	28.80
1868..	Glenbeulah	Fond du Lac	28.40
1870..	Winona Junction	Winona	29.00
1871..	Fond du Lac	Princeton	35.40
1871..	Fort Howard	Marinette	49.45
1871..	Genoa	Geneva Lake	8.70
1873..	Madison	Winona Junction	129.10
1873..	Milwaukee	Fond du Lac	62.63
1874..	Buncombe	Platteville	20.00
1877..	Platteville Junction	To a point 10 miles north ..	10.00
1878..	Woodman	Lancaster	30.50
1879..	Appleton water	Power line	3.63
1879..	Lancaster Junction	Montfort & $3\frac{1}{2}$ miles south ..	13.50
1880..	State Line at Menominee R. ..	Florence	12.90
1880..	Janesville	Afton	6.10
1880..	$3\frac{1}{2}$ miles south of Montfort ..	A point 10 miles north of Platteville Junction	8.63
1880..	Junction south of Madison ..	Verona	9.40
1881..	Verona	Montfort	52.75
1881..	Junction in Milwaukee	Junction with Madison di- vision north of Madison ..	78.73
1881..	Florence	State line at Brule river	4.49
1882..	Trempealeau	Galesville	6.64
Total mileage December 31, 1882			902.49

Number of Miles of Rail Laid.

Year.	From —	To —	Miles. ¹ / ₁₀₀
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.			
1868..	Warren's Mills	Black River Falls.....	20.50
1869..	Black River Falls.....	Augusta	33.80
1870..	Augusta.....	Menominee	45.50
1871..	¹ Menominee.....	State line on Lake St. Croix near Hudson	45.70
1871..	North Wisconsin Junction.	New Richmond.....	17.00
1872..	Warren's Mills	Elroy	32.20
1874..	New Richmond.....	Clayton	23.00
1878..	Hudson	River Falls	12.21
1878..	Clayton	Granite Lake	20.00
1879..	Granite Lake	Six miles north	6.00
1880..	6 miles north of Granite Lake	Cable	54.00
1880..	Menominee Spur at	Menominee	3.01
1880..	Eau Claire Spur at.	Eau Claire	2.74
1880..	Merrillan.....	Toward Neillsville	4.50
1881..	4½ miles east of Neillsville.	Neillsville	9.50
1881..	Cable, North	Toward Bayfield.....	4.00
1881..	Superior Junction, north...	Toward Superior.....	9.00
1881..	Chippewa Falls.....	Bloomer.....	14.50
1882..	Bloomer.....	Chetek	17.78
1882..	Chetek	Chicago Junction.....	36.82
1882..	9 miles north of Superior Junction	North Pacific Junction near Superior.....	51.43
1882..	4 miles north of Cable (to- ward)	Bayfield.....	26.00
Total miles December 31, 1882			489.19
MILWAUKEE & NORTHERN.			
1870..	Schwartzburg Junction ..	Cedarburg	13.70
1871..	Cedarburg	Hilbert	63.30
1871..	Hilbert	Menasha	15.70
1873..	Hilbert	Green Bay	27.00
1874..	Green Bay	Fort Howard.....	.50
1880..	Menasha	Appleton.....	4.70
Total mileage December 31, 1882			124.90
GREEN BAY, WINONA & ST. PAUL.			
1871..	Green Bay.....	New London.....	39.30
1872..	New London.....	Merrillan	108.80
1873..	Merrillan	Marshland	61.20
1874..	Marshland	Eastmoor	3.00
1876..	Onalaska	La Crosse	6.50
1881..	Plover	Stevens Point	5.90
Total mileage December 31, 1882			224.70

¹ In the year 1881 the line built in 1871 between North Wisconsin Junction and the state line on Lake St. Croix near Hudson was shortened 1.10 miles which makes the actual mileage but 488.09; but as the company continues the old mileage it is continued here for sake of uniformity of reports.

Number of Miles of Rail Laid.

Year.	From —	To —	Miles. $\frac{1}{100}$
MILWAUKEE, LAKE SHORE & WESTERN.			
1871..	Manitowoc	To a point westerly.....	21.40
1872..	A point west of Manitowoc.	To a point within one mile of Appleton.	20.00
1872..	Lake Shore Junction	Sheboygan	48.50
1873..	Sheboygan	Manitowoc	25.20
1874..	Manitowoc	Two Rivers	6.20
1874..	One mile east of Appleton..	Appleton	1.00
1876..	Appleton	New London	21.00
1878..	New London	Clintonville	15.70
1879..	Clintonville	One mile north of Tigerton	19.70
1879..	Hortonville	To a point southerly toward Oshkosh	11.40
1880..	A point north of Oshkosh..	Oshkosh	11.10
1880..	One mile north of Tigerton.	Eland Junction... ..	11.50
1880..	Eland Junction	Aniwa	11.10
1880..	Eland Junction	Wausau	22.50
1881..	Aniwa	A point two miles north of Summit Lake.....	29.00
1882..	A point two miles north of Summit Lake.....	Pelican	7.30
1882..	Pelican	A point in Sec. 31, T. 38, R. 11, 11 $\frac{3}{4}$ miles north of Monico	17.40
1882..	Monico	Rhineland	15.70
1882..	Antigo	Bryant	5.00
Total mileage December 31, 1882			320.70
WISCONSIN CENTRAL.			
1871..	Menasha	Stevens Point	63.55
1872..	Stevens Point	Unity	47.40
1872..	Ashland	Penokee	28.80
1873..	Unity	Worcester	53.30
1875..	Stevens Point	Hancock	27.60
1876..	Hancock	Portage	42.43
1876..	Worcester	Butternut Creek	31.90
1876..	Penokee Gap	Chippewa Crossing.....	14.60
1877..	Butternut Creek	Chippewa Crossing	10.34
1879..	¹ Appleton Spur between...	Menasha and Appleton	2.50
1879..	Spurs at Menasha Stevens	Point and Packwaukee	4.31
1881..	Between Menasha and	Neenah	1.10
Total mileage December 31, 1882			327.63
PRAIRIE DU CHIEN & MCGREGOR.			
1874..	Prairie du Chien.....	State line of Wis. and Iowa.	1.75

¹ This spur has no existence in fact, and probably never had. The trustees report it as iron laid, and it is counted here to avoid errors and discrepancy.—COMMISSIONER.

*Number of Miles of Rail Laid.*STATISTICAL HISTORY OF RAILROAD BUILDING ARRANGED
BY COMPANIES.

Year.	From —	To —	Miles.
CHICAGO, MILWAUKEE & ST. PAUL.			
1850..	Milwaukee	Elm Grove	10. 00
1851..	Elm Grove	Eagle	24. 00
1852..	Eagle	Janesville	36. 00
1853..	Milton	Stoughton	18. 00
1854..	Stoughton	Madison	15. 00
1854..	Milwaukee	Schwartzburg	8. 00
1855..	Schwartzburg	Horicon	42. 00
1855..	Horicon	Waupun	14. 00
1855..	Racine	Delavan	46. 40
1856..	Delavan	Beloit	22. 30
1856..	Brookfield	Watertown	31. 80
1856..	Horicon	Portage	45. 00
1856..	Waupun	Ripon	16. 00
1856..	Madison	Boscobel	71. 00
1857..	Ripon	Berlin	12. 00
1857..	Portage	New Lisbon	40. 00
1857..	Watertown	Columbus	22. 30
1857..	Boscobel	Prairie du Chien	28. 00
1857..	Watertown	Sun Prairie	26. 00
1857..	Janesville	Monroe	34. 00
1857..	Illinois State line	Mineral Point	30. 75
1858..	New Lisbon	La Crosse	61. 00
1860..	Rush Lake Junction	Omro	9. 20
1864..	Columbus	Portage	28. 00
1864..	Brookfield	Milwaukee	13. 00
1868..	Omro	Winneconne	5. 00
1868..	Calamine	Belmont	10. 00
1869..	Schwartzburg	Prairie du Chien line	6. 00
1869..	Sun Prairie	Madison	12. 00
1870..	Madison	Portage	39. 00
1870..	Elkhorn	Eagle	16. 50
1870..	Belmont	Platteville	8. 00
1871..	Ripon	Oshkosh	20. 00
1871..	Milwaukee	Western Union Junction	22. 00
1871..	Kinnickinnic	Bay View .....	. 75
1871..	Western Union Junction	State Line	16. 00
1873..	Tomah	Centralia	46. 30
1874..	Centralia	Knowlton	23. 70
1875..	Knowlton	Wausau	19. 00
1875..	La Crosse Bridge Line .....		. 97
1876..	Lone Rock	Richland Center	16. 00
1876..	Wausau	One mile north	1. 00
1877..	New Lisbon	Necedah	13. 00
1878..	Milwaukee	Cement mills	1. 20
1878..	Viroqua Junction	Melvina	10. 00
1879..	Melvina	Viroqua	22. 20
1879..	One mile north of Wausau	Merrill	18. 53
1879..	La Crosse Levee .....		. 66

*Mileage Statement.***MILEAGE STATEMENT.***Giving Miles of Road December 31, 1881, June 30, 1882, and December 31, 1882, and the number of miles built during the year 1882.*

NAME OF COMPANY.	Miles of road December 31, 1881.	Miles built between December 31, 1881, and June 30, 1882.	Miles of road June 30, 1882.	Road built between June 30 and December 31, 1882.	Total mileage December 31, 1882.	Road built during the year ending December 31, 1882.
Chicago, Milwaukee & St. Paul.....	1,097.06	1.90	1,098.96	81.67	1,182.16	83.57
Chicago & Northwestern.....	895.85	.....	895.85	6.64	902.49	6.64
Chicago, St. Paul Minneapolis & Omaha.....	342.66	.....	342.66	114.25	456.91	132.03
Chippewa Valley & Superior.....	¹ 1.53	.....	¹ 1.53	.....	.....	.....
Chippewa Falls & Northern.....	14.50	17.78	432.28	.....	.....	.....
Fond du Lac, Amboy & Peoria.....	30.01	.....	30.00	.....	30.00	.....
Green Bay, Winona & St. Paul.....	224.70	.....	224.70	.....	224.70	.....
Milwaukee, Lake Shore & Western.....	275.30	7.30	282.60	88.10	320.70	45.40
Milwaukee & Northern.....	124.90	.....	124.90	.....	124.90	.....
Northern Pacific.....	14.32	.....	14.32	1.85	16.17	1.85
Prairie du Chien & McGregor.....	1.75	.....	1.75	.....	1.75	.....
Milwaukee & Lake Winnebago.....	.....	.....	.....	65.00	65.00	65.00
Wisconsin Central.....	327.83	.....	327.83	.....	327.83	.....
Wisconsin & Minnesota.....	65.25	.....	65.25	.....	65.25	.....
Wisconsin & Michigan.....	25.00	1.00	26.00	40.00	66.00	41.00
Packwaukee & Montello.....	2.80	4.30	7.10	.....	7.10	4.30
St. Paul Eastern Grand Trunk.....	.....	.....	.....	10.50	10.50	10.50
Total.....	3,443.45	32.28	3,475.73	358.01	3,833.74	390.29

¹ Includes the 1 and 53-100 miles counted as Chippewa Valley & Superior at the end of the railroad year, June 30, 1882. ² This 489.19 miles contains 114 25-100 miles new road added to 342.66 reported June 30, 1882, together with the mileage of the Chippewa Falls & Northern (32 28-100 miles), which has become a part of the C., St. P. M. & O. ³ Included in C., M. & St. Paul. ⁴ Included in the mileage of the C., St. P. M. & Omaha.

Mileage of Railroads in Wisconsin.

1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	Totals	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	Totals
23.70	19.57	17.00	13.00	11.30	41.39	20.99	45.37	83.57	1,182.16	23.70	19.57	17.00	13.00	11.30	41.39	20.99	45.37	83.57	1,182.16
20.70	10.00	20.50	17.13	37.03	135.97	6.64	902.49	1,182.16	1,182.16	20.70	10.00	20.50	17.13	37.03	135.97	6.64	902.49	1,182.16	1,182.16
23.00	32.21	6.00	64.25	37.10	132.03	1,182.16	1,182.16	1,182.16	1,182.16	23.00	32.21	6.00	64.25	37.10	132.03	1,182.16	1,182.16	1,182.16	1,182.16
8.00	6.50	15.70	31.10	56.30	19.00	45.40	327.83	1,182.16	1,182.16	8.00	6.50	15.70	31.10	56.30	19.00	45.40	327.83	1,182.16	1,182.16
7.20	21.00	15.70	31.10	56.30	19.00	45.40	327.83	1,182.16	1,182.16	7.20	21.00	15.70	31.10	56.30	19.00	45.40	327.83	1,182.16	1,182.16
1.75	7.60	88.83	10.34	16.81	1.10	1.10	1.10	1.10	1.10	1.75	7.60	88.83	10.34	16.81	1.10	1.10	1.10	1.10	1.10
10.35	29.70	64.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	10.35	29.70	64.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17	16.17
65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00	65.00
7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10	7.10
10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50
3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74	3,833.74

¹ Two and one-half miles of what is here called road is not row in use, and will probably in future not be reported.—Commissioner.

² A change was made in this line in the year 1881, between North Wisconsin Junction and the state line on Lake St. Croix, which shortened the line one and one-tenth miles, but as the old mileage is continued by the company in their report, it is continued in this table to avoid discrepancy. The actual mileage is 488.01. The one and one-tenth miles should be deducted from the building of 1871.—Commissioner.

Freight Tariff Chicago & Northwestern Railway.

FREIGHT TARIFF CHICAGO & NORTHWESTERN RAILWAY COMPANY.

Rates between Milwaukee and Stations in Wisconsin, where rates have been changed between June 30th, 1881, and June 30th, 1882.

BETWEEN MILWAUKEE AND	Distance.	When in force.	MERCHANDISE PER 100 LBS.					Flour in car loads, per bbl.	Salt, lime, cement, water, lime and plaster, in lots of 25 bbls. or over per bbl.	Lumber, lath and shingles in car loads per 100 lbs.	Cattle or hogs per car.	CAR LOADS.		
			1st Class.	2d Class.	3d Class.	4th Class.	5th Class.					Class A, per 100 lbs.	Class B, per 100 lbs.	Class C, per 100 lbs.
Sharon..... Clinton Junction.. Shopiere..... Janesville..... Milton Junction.. Johnson's Creek.. Vandyne..... Oshkosh..... State Hospital.... Snells..... Neenah & M'nasha)	86	June 30, 1881	40	33	28	23	18	12	24	...	24 00	cls.	14	cls.
		June 30, 1882	36	30	25	19	15	10	20	...	20 00	...	13	...
	90	June 30, 1881	40	33	24	23	18	12	24	...	24 00	...	...	...
		June 30, 1882	36	30	25	19	15	11	22	...	21 00	...	...	...
	86	June 30, 1881	40	33	28	23	18	...	...	...	24 00	...	...	...
		June 30, 1882	36	30	25	20	15	...	...	...	21 00	...	...	...
	77	June 30, 1881	...	...	...	...	...	14	28	36	24 00	...	12	...
		June 30, 1882	...	...	...	...	...	13	26	30	23 00	...	11	...
	69	June 30, 1881	...	...	...	...	...	14	28	35	23 00	...	...	...
		June 30, 1882	...	...	...	...	...	13	26	30	22 00	...	8½	2
	52	June 30, 1881	...	...	...	...	...	...	...	...	...	...	...	...
		June 30, 1882	...	...	...	...	...	...	...	...	...	...	...	...
	71	June 30, 1881	...	...	...	...	...	13	26	34	...	...	...	...
Wisconsin Division. Vandyne..... Oshkosh..... State Hospital.... Snells..... Neenah & M'nasha)		June 30, 1882	...	...	...	...	...	12	24	30	...	...	...	...
	80	June 30, 1881	...	...	...	...	...	13	26	35	...	...	...	...
		June 30, 1882	...	...	...	...	...	12	24	30	...	...	...	...
	85	June 30, 1881	...	...	...	...	...	13	26	35	...	...	...	...
		June 30, 1882	...	...	...	...	...	12	24	30	...	...	...	...
Neenah & M'nasha)	89	June 30, 1881	...	...	...	...	...	13	26	35	...	...	...	...
		June 30, 1882	...	...	...	...	...	12	24	30	...	...	...	...
	93	June 30, 1881	30	26	20	16	13	11	22	25	27 00	...	...	...
		June 30, 1882	35	30	24	20	16	12	24	30	25 00	...	...	...

Railroad Building in Wisconsin.

FREIGHT TARIFF CHICAGO & NORTHWESTERN RAILWAY COMPANY.—continued.

BETWEEN MILWAUKEE AND	Distance.	When in force.	MERCHANDISE PER 100 LBS.					Grain in bulk in car loads per 100 lbs.	Flour in car loads, per bbl	Salt, cement, water, lime and plaster in lots of 25 bbls. or over, per bbl.	Lumber, lath and shingles in car loads, per 100 lbs.	Cattle or hogs per car.	CAR LOADS.		
			1st Class.	2d Class.	3d Class.	4th Class.	5th Class.						Class A, per 100 lbs.	Class B, per 100 lbs.	Class C, per 100 lbs.
Madison Division.	82	June 30, 1881	...	42	35	30	24	...	...	40	...	...	...	...	...
		June 30, 1882	...	40	32	28	23	...	...	39	...	...	...	...	...
	87	June 30, 1881	...	44	36	31	25	...	...	...	...	...	...	...	...
		June 30, 1882	...	43	34	30	24	...	...	...	...	...	...	...	...
	92	June 30, 1881	...	...	37	32	26	...	...	...	...	...	...	...	...
		June 30, 1882	...	...	36	30	25	...	...	...	...	...	...	...	...
	97	June 30, 1881	...	...	...	32	26	...	...	...	...	...	13½	13	12½
		June 30, 1882	...	...	...	30	25	...	...	...	...	...	13½	13	12½
	101	June 30, 1881	...	...	...	32	26	...	...	...	...	...	14½	14	12½
		June 30, 1882	...	...	...	30	25	...	...	...	...	...	14½	13	12
	105	June 30, 1881	...	...	...	32	26	...	...	...	...	...	14½	14	12½
		June 30, 1882	...	...	...	30	25	...	...	...	...	...	14½	13	12
	108	June 30, 1881	...	...	...	32	26	...	...	...	...	...	14½	14	12½
		June 30, 1882	...	...	...	30	25	...	...	...	...	...	14½	13	12
Union Center.	115	June 30, 1881	...	...	...	32	...	...	...	...	...	...	14½	14	...
		June 30, 1882	...	...	...	31	...	...	...	...	...	...	14	...	...
	152	June 30, 1881	...	...	...	35	28	...	...	...	...	...	...	...	...
		June 30, 1882	...	...	...	34	27	...	...	...	...	...	...	...	...
	156	June 30, 1881	...	...	...	35	28	19	38	...	...	36.00	...	...	...
		June 30, 1882	57	49	...	35	28	19	38	...	...	35.00	...	...	...
	161	June 30, 1881	56	48	...	34	27	18	36	...	...	38.00	...	...	...
Kendall's.		June 30, 1882	...	...	...	...	...	...	...	...	...	36.00	...	...	...
	162	June 30, 1881	...	...	...	...	...	...	...	...	...	38.00	...	...	...
		June 30, 1882	...	...	...	...	...	...	...	...	...	37.00	...	...	...

Freight Tariff Chicago & Northwestern Railway.

[illegible]

Freight Tariff Chicago & Northwestern Railway.

FREIGHT TARIFF CHICAGO & NORTHWESTERN RAILWAY COMPANY — continued.

BETWEEN MILWAUKEE AND	Distance.	When in Force.	MERCHANDISE, PER 100 LBS.					Grain in bulk in car loads, per 100 lbs.	Flour in car loads, per bbl.	Salt, lime, cement, water, lime and plaster, in lots of 25 bbls. or over, per bbl.	Lumber, lath and shingles, in car loads, per 100 lbs.	Cattle or hogs, per car.	CAR LOADS.		
			1st Class.	2d Class.	3d Class.	4th Class.	5th Class.						Class A, per 100 lbs.	Class B, per 100 lbs.	Class C, per 100 lbs.
Malone.....	68	June 30, 1882	32	27	...	...	14	...	23	...	8	...	cls. 13	cls. 09	cls. 08
Preble's Corners..		June 30, 1881	...	...	...	...	15	...	...	...	...	...	...	...	...
Woodhull	68	June 30, 1882	...	...	...	...	14	...	25	...	11	25 00	...	11	10
Eldorado	73	June 30, 1881	...	...	25	...	...	24	24	...	9	24 00	...	10	09
Rosendale	75	June 30, 1882	...	...	24	...	...	...	25	...	11	25 00	...	11	10
West Rosendale ..	77	June 30, 1881	...	...	24	...	...	...	24	...	9	...	...	10	09
		June 30, 1882	...	...	25	...	...	...	25	...	11	...	...	11	10
Jackson	27	June 30, 1881	...	...	24	...	...	...	24	...	9	...	...	10	09
West Bend	34	June 30, 1882	...	...	...	...	...	6 1/2	13	22	...	...	...	...	...
Barton	35	June 30, 1881	...	...	...	...	...	6	13	22	...	...	...	...	...
Kewasum	43	June 30, 1882	...	...	...	...	...	...	12	20	...	...	...	...	...
		June 30, 1881	...	...	...	...	...	...	25	25	...	...	...	...	...
		June 30, 1882	...	...	...	...	...	...	26	26	...	...	...	...	...

LAWS OF WISCONSIN

RELATING TO

RAILROADS AND RAILROAD CORPORATIONS.

*COMPILED BY THE RAILROAD COMMISSIONER FROM THE
REVISED STATUTES OF 1878, AND SUB-
SEQUENT SESSION LAWS.*

LAWS OF WISCONSIN,
RELATING TO
RAILROADS AND RAILROAD CORPORATIONS.

(The sections refer to the Revised Statutes.)

MUNICIPAL AID TO RAILROADS.

MUNICIPALITY MAY ISSUE CORPORATE BONDS.

SECTION 942. Any county, town, village or city may, in accordance with the provisions of this chapter, issue its negotiable corporate bonds for the purpose of paying for any authorized subscription to the stock or mortgage bonds, or both, issued by any corporation or company, organized for building any railroad, whether of broad, ordinary or narrow gauge, or made of iron, steel or wooden rails.

10 Wis., 195; 12 Wis., 617; 13 Wis., 37; 13 Wis., 433; 20 Wis., 79; 25 Wis., 167; 27 Wis., 147; 30 Wis., 597; 33 Wis., 288; 36 Wis., 383.

WHEN BONDS TO ISSUE.

SECTION 943. No bonds shall in any case be issued by any town, village or city, until the proposition for their issue for the special purpose thereof shall have been submitted to the people of such municipality, and adopted by a majority voting thereon; or, if to be issued to aid the construction of a railroad, until the proposition for the issue thereof shall have been accepted in one of the modes provided therefor in this chapter; nor shall any such bonds be issued payable after a period of twenty years; nor be issued until an ordinance or resolution shall have been lawfully passed, directing that there shall be annually levied a tax, in addition to all other taxes, sufficient to pay when due the interest annually to grow due on such bonds, and also to pay and discharge the principal thereof by the time the same shall be due; and every such tax shall be, after the issue of such bonds, irrevocable, and shall be annually levied and collected on all the taxable property on the assessment roll of such municipality, and the money raised thereby shall be kept as a separate fund, irrevocably pledged to such purpose, and shall not be employed in any other.

Railroad Laws.

LIABILITY OF MUNICIPAL TERRITORY FOR PAYMENT OF BONDS.

SECTION 944. Whenever any municipality shall incur any indebtedness by the issue of bonds or municipal obligations, all the territory embraced within the limits of such municipality shall remain liable to the payment thereof, until such bonds or obligations are fully paid; and if any such territory shall be set off or taken therefrom after such indebtedness is incurred, and no other provision shall have been made by or according to law, for the apportionment and collection of such indebtedness, the county board of the county in which such territory is situated shall annually apportion to all such territory so set off or taken from any such municipality, a *pro rata* portion of the amount of tax necessary to be raised in such year for payment of principal and interest, in the ratio which the taxable property in such territory bears to the taxable property remaining liable to such debt in such municipality, according to the last assessed valuation thereof, and cause the same to be levied upon and collected from the taxable property of such territory, in addition to all other taxes imposed for such year, to be strictly applied to such purpose; and may prescribe the manner in which it shall be applied to the payment of such debt; and for the purpose of determining the proportion to be so assessed, they may act upon the certificate of the clerk of such municipality, showing the amount of tax necessary to be raised to pay such principal and interest required to be paid in such year.

10 Wis., 195; 12 Wis., 617; 20 Wis., 79; 25 Wis., 167; 27 Wis., 147.

WHEN SUBSCRIPTION TO RAILROAD STOCK IS SOUGHT, COMPANY TO SUBMIT PROPOSITION TO MUNICIPALITY.

SECTION 945. Whenever any such railroad company shall desire a subscription to its stock or bonds, or both, it shall deliver to the clerk of the county, town, village or city, from which such aid is desired, a definite proposition in writing, signed by the president and secretary thereof, and sealed with its seal, which shall be, if accepted, irrevocably binding on such company, and which shall contain a statement of the manner in which it is desired that such subscription shall be made payable; and if to be payable in bonds, then of the amount of bonds desired, the time when payable, and whether payable before maturity at the option of such municipality, rate of interest they shall bear and how, when and where payable, and also specifying when said bonds shall be delivered with reference to the time of the complete construction of such railroad from point to point; and within what time such road shall be so constructed as to be entitled to such aid or such bonds, or any installment thereof; and also that in consideration thereof, such railroad company will issue to such municipality such number of the shares of its capital stock or such of its mortgage bonds, or partly of the one and partly of the other, as will at their par value be equal to the principal sum of such

Railroad Laws.

bonds; and may propose that such bonds of the municipality and such stock or bonds, or both, of such company, shall be deposited in escrow with some trustee or trustees to be named, to be delivered to the proper parties, when, and as the conditions of such agreement shall be complied with by the party entitled to the same thereunder. Every such proposition shall be immediately filed, with the date of its reception indorsed and transcribed into the proper record book by the clerk receiving the same.

48 Wis., 493.

MODES OF ACCEPTANCE OF PROPOSITION.

SECTION 946. The proposition provided for in the last preceding section may be accepted so as to become mutually obligatory, in either of two modes, as follows:

First. Within three months after the filing of any such proposition with the proper clerk, the railroad company may, by a written request, require notice to be given by such clerk, in the same manner hereinafter provided for giving notice of an election to consider such a proposition, that after a date in such notice named, not less than five days from date of notice, a petition to the proper authorities of such municipality, praying that such proposition may be accepted and carried into effect, will be presented for their signatures to the resident taxpayers thereof; which petition, embracing a copy of such proposition, shall be appended as a part of such notice. If thereafter, and within four months from the filing of such proposition with such clerk, the railroad company shall deliver to such clerk such petition, embracing a copy of such proposition, and bearing the signatures of a majority of the persons residing in such municipality, who were assessed for taxes on real or personal estate in such municipality, as shown by the last assessment roll, which signatures shall be verified by the affidavit of some person who witnessed the signing of the same, then such proposition shall be deemed accepted, and the proper county board, town board, village board, board of trustees or common council shall carry the same into effect in the manner hereinafter provided.

Second. At any time within three months after the receipt of such proposition, together with a request signed by at least twelve resident freeholders, that a vote be taken thereon, the respective county board, town board, village board, board of trustees or common council of the municipality to which the same is made, may in their discretion, order an election to be held; and thereupon the clerk of such municipality shall publish a notice of such election, to be held at the usual places of holding elections therein, at a time to be fixed by him, not less than thirty nor more than sixty days from the date of such notice; which notice shall further contain a copy of the proposition made by such railroad company, and shall notify the legal voters thereof to deposit a ballot, upon which shall be written or printed, "For the railroad

Railroad Laws.

proposition," or "Against the railroad proposition;" and such notice shall be posted in three public places in each election district in the municipality in which aid is desired, at least twenty days before the day of such election, and shall also be published at least three times before such election, in one newspaper in such city, village or town, if any be published therein, and, if none be published therein, then in some newspaper in the county; and if the aid is asked of a county, in all the newspapers published therein; and if no newspaper be published in such city, village, town or county, then such notice shall be published in a newspaper published at the nearest place thereto in which one is published. Such election shall be held and conducted in the same manner that general elections in such counties, towns, villages or cities are by law required to be held and conducted, *except that no registration of voters shall be required*; and the votes cast at such election shall be counted, canvassed and returned in the same manner as the votes at such general election, and the canvassers shall make, certify, sign and deposit with the clerk of such county, town, village or city in which such election is held, a statement of the result of such election; and such certified statement shall be presumptive evidence of the number of votes cast for or against such proposition, and also that such election was regularly held and conducted according to law. But it is expressly provided, that if the railroad company shall elect to pursue the first mode aforesaid, by causing such notice of the presentment of a petition for signature, to be given in any case, then no election shall be held, and unless such proposition be accepted in the time and manner provided in the first of said modes, it shall be deemed finally rejected.

SECOND ELECTIONS MAY BE ORDERED WHEN PROPOSITION DEFEATED AND
EFFECT OF ITS ADOPTION.

SECTION 947. If any election, notified as provided in the last section, shall fail to be held on the appointed day, or if a majority shall vote against the railroad proposition, another election may be ordered by the proper board or council of such municipality, upon the same or a different proposition of such railroad company; to be called, held and conducted in the same way; but not more than two elections shall be held in any one calendar year, upon propositions from the same railroad company in the same county, town, village or city except on a petition signed by not less than one-fourth of the legal voters who voted at the last general town meeting or charter election, as shown by the poll lists.

SECTION 948. If any such proposition shall be accepted in the first of the modes hereinbefore provided, or if at any election held as above provided, the majority of all lawful votes cast shall be for the railroad proposition, then the proposition so made by such company shall be deemed obligatory as a mutual

Railroad Laws.

agreement on such company and such municipality; and the respective county board, town board, village board or board of trustees, or common council of such municipality, shall, as soon as may be, cause subscription to be made on the books of such company for such stock and bonds thereof as were proposed to be issued, and shall provide by ordinance or resolution for executing and issuing such bonds of the municipality, in accordance with such agreement, by the proper officers; and the deposit of the same in escrow, if it be so agreed. But no such bonds shall be delivered, or be valid if delivered, until the road, to aid in the construction of which such bonds were voted, shall have been completed and in operation, by the passage of cars continuously from one terminus to such points as such company shall have agreed to construct the same, in consideration thereof. But if such municipality shall have voted for such railroad proposition, and shall have subscribed for such stock or bonds of such company, and in reliance thereon such company shall have faithfully performed its agreement, no defects or irregularities in any of the proceedings preliminary to such election shall invalidate such agreement, or release such municipality or any officer thereof from the obligation and duty to carry out the same.

48 Wis., 549.

MUNICIPALITY MAY MAKE SUBSCRIPTION TO CAPITAL STOCK OF RAILROAD COMPANY.

SECTION 649. Any county, town, village or city is hereby authorized to make to the capital stock of any railroad company, or to the mortgage bonds thereof, or both, a subscription, to be paid in money, lands or other property, instead of by the issue of bonds, upon a proposition to be made by the railroad company, and accepted in one of the modes and in the same manner and according to the same provisions, in all respects hereinbefore provided for making such subscription, and the issue of bonds therefor. Such subscriptions shall be paid in one or more installments, at such times, not exceeding three years from the completion of the contract therefor, and after such parts of the work of constructing the railroad aided shall have been done as shall be agreed upon; and the last installment shall not be paid until the railroad shall have been completed ready for passage cars of cars to the place to which it shall be agreed to be built in consideration of the aid so granted. If such agreement and subscription thereon shall be made it shall be the duty of the proper officers of such county, town, village or city respectively from time to time to levy and collect such tax in the same manner as other taxes are levied, as shall be sufficient to pay the installments as the same shall fall due according to the terms of said agreement. No such subscription shall be made for an amount which, when added to the then existing indebtedness of such municipality, will make a sum exceeding five per centum on the value of the taxable property therein, to be ascertained by the last previous assessment for state and county taxes.

Railroad Laws.

WHEN SUBSCRIPTION TO BE PAID IN ONE SUM — LANDS SOLD FOR TAX, ETC.

SECTION 950. In case any such subscription as in the last section mentioned shall be agreed to be paid in one sum, a tax sufficient to pay the same, but not in any case exceeding five per centum of the valuation of taxable property therein on the last assessment roll, shall be entered on the next assessment roll in a separate column, and be collected in all respects as other taxes of such municipality are collected, and the money raised kept separate and paid over to the railroad company entitled to the same. If any lands on which such tax was levied shall be sold for the non-payment of the taxes thereon, such company shall have the right, if entitled by full performance on its part thereto to have such aid, to purchase at the tax sale any such lands, and have the amount of such purchase applied in payment of the aid so voted; and if the county shall bid in any such lands, said company shall have the right to select and have transferred to them a sufficient amount of the certificates of sale of such lands to make up the amount of aid so voted; so that such company shall have the full proceeds of any such tax so voted, either in money if collected, or in tax certificates on the lands assessed therefor. But the same shall in no event be an indebtedness on such municipality, voting such aid; nor shall any liability be deemed created on the part of such municipality to such company.

**MAY GUARANTY PAYMENT OF INTEREST ON BONDS OF NARROW GAUGE
RAILROAD.**

SECTION 951. Any county, town, village or city is hereby authorized to guaranty and agree to pay the interest, for a period not exceeding ten years on a given amount of the first mortgage bonds of any narrow gauge railroad company in return for a sufficient amount of such first mortgage bonds of such company at the par value thereof, to equal the amount of such interest paid by such municipality, upon the acceptance, in the manner provided in section nine hundred and forty-six, of a proposition therefor. Such proposition shall be made and filed as provided in section nine hundred and forty-five, and shall contain a statement of the amount, date, rate of interest, and terms of payment of the bonds, and of the property described in the accompanying mortgage on which such guaranty is desired, and specify when such guaranties shall be delivered, with reference to the time of the complete construction of such railroad from point to point, and within what time such railroad shall be so constructed, as to be entitled to such guaranties and every portion thereof; and also that in consideration thereof such railroad company will issue to such municipality such number and amount of such first mortgage bonds, as will at their par value be equal to the amount of interest such municipality shall pay under such guaranties, and the time and manner of doing the same. If such proposition shall be so accepted, then the county

Railroad Laws.

board, town board, village board or board of trustees, or common council, as the case may be, of such municipality, shall cause such a guaranty and agreement to be endorsed on each bond, so to be guarantied, and signed by the proper officers, with the corporate seal affixed, and placed in the hands of the treasurer of such municipality.

LEVY OF TAX TO PAY INTEREST AND ISSUE OF BONDS THEREFOR.

SECTION 952. The proper authorities of each and every municipality, which shall have made any such guaranty and agreement as provided in the preceding section, shall annually levy a tax upon the taxable property therein, sufficient to pay the interest so agreed to be paid as the same becomes due and payable; and each such railroad company shall, before the levy of any such tax, deposit with the treasurer of such municipality, for its use, an amount of its first mortgage bonds, equal at par to the amount of the interest so to be raised. No such treasurer shall deliver any such bonds guarantied by the municipal authorities to such railroad company, or any other person, until full compliance with the terms of such proposition on the part of the company; but he may accept an order therefor, given to any parties from whom such company may buy any material for their road, conditioned that such bonds shall not be delivered thereon, until such full compliance with the terms of such proposition on the part of the company.

COMPANY TO FIX RATES BEFORE ASKING AID.

SECTION 953. Every narrow gauge railroad company, before asking aid or submitting any proposition, for subscription to stock or bonds, to any municipality, shall, by resolution of their board of directors, fix the maximum rates of passenger fares, and of freights of all classes, to be charged by such company for the period of ten years from the date of such resolution, but no such rates shall exceed the rates fixed by any law of this state; and such company shall cause such resolution to be recorded in the office of the register of deeds of every county through or into which the road shall pass; and such rates shall not be increased by such company, during the time limited; and such resolution shall be made a part of any such proposition and agreement between such company and such municipality subscribing.

MUNICIPALITY HOLDING STOCK TO BE PART OWNER.

SECTION 954. Whenever any county, town, village or city shall have heretofore received, or shall hereafter receive any stock in any railroad company, it shall be entitled to all and the same rights, benefits and privileges as the stock of the same class held by any other person or persons; and the municipality receiving any such stock shall, so long as it shall hold the same, or any part thereof, be a part owner of such railroad and its franchises; and

Railroad Laws.

the proper municipal board or common council of the municipalities holding such stock, shall appoint a person to vote thereon in behalf of such municipality; and such municipal board or common council may also sell and dispose of the said stock in such manner as to them shall seem best for the interest of such municipalities.

LIMITATION OF TIME TO SUBSCRIBE.

SECTION 955. Whenever any county, town, village or city shall have failed to limit the time, within which any aid or subscription voted to any railroad company should be earned, by performance of the conditions on the part of the company, then the proper board or common council thereof may fix and limit such time, but to be not less than a year from the date of giving notice to the railroad company thereof; and whenever the time shall have been limited, either by agreement, or as above provided, the proper board or common council may, in their discretion, extend the time not exceeding one year beyond the period so limited; and if within the time so limited, or within the period to which such limit is extended, if extension be granted, the railroad company shall not have become entitled to the entire aid or subscription of such municipality, then all right or claim on the part of the railroad company, or any one claiming under it, to such aid or subscription, or to bonds, lands, moneys or taxes agreed to have been paid or delivered, to which the railroad company shall not have become absolutely entitled, shall be wholly forfeited, and all liability or obligation of such municipality, under such agreement, completely released and discharged; and the railroad company and every trustee or depositary who may hold any bonds, notes, orders, papers, moneys, deeds contracts, property or evidences of indebtedness in escrow, in trust or deposited or pledged, which have so become forfeited, shall return and surrender the same to the proper municipal board or common council, or any agent appointed by them, to be cancelled.

FORM OF OBLIGATION.

SECTION 956. All bonds, guaranties or obligations, made or issued by any of the municipalities aforesaid, under the provisions of this chapter, shall be in such form, proper to carry out the conditions of the agreement, ordinance or resolution under which they shall be issued, as the respective municipal board or common council shall prescribe; those issued by a county shall be signed by the chairman of the county board and the county clerk; those by a town, by the chairman and town clerk; those by a village, by the president and village clerk; those by a city, by the mayor and city clerk; or by such person as shall be acting officially in any such offices respectively; and all such bonds, guaranties or obligations, shall be sealed with the corporate seal of the respective municipality, if there be any such seal.

Railroad Laws.

PROCEDURE WHEN NO PROVISIONS FOR TAKING VOTE IS MADE.

SECTION 957. Whenever no provision shall have been made by law for the mode of taking any vote, upon the question of issuing any bonds, the village board or board of trustees of any village, or common council of any city, may direct and prescribe the manner in which such vote shall be taken, and ballots printed or written.

MUNICIPALITY MAY ESTABLISH SINKING FUND.

SECTION 958. The county board, town board, village board, board of trustees or common council, of any county, town, village or city, which shall be indebted upon any bonds or obligations outstanding, may, for the purpose of establishing a sinking fund for the payment of such indebtedness, provide to be annually levied and collected, a tax upon the taxable property of such municipality, not exceeding six mills on each dollar of the assessed valuation thereof for the year in which it is levied, in addition to any tax required to be levied for the payment of the interest or principal or both, in any such year; and may set apart for such sinking fund, all moneys received from licenses or other sources, the expenditure of which is not otherwise provided for by law, until such indebtedness shall be paid or extinguished; and all such moneys, so raised and set apart shall thenceforward be exclusively held and used for the purposes of such sinking fund.

PENALTY WHEN OFFICER VIOLATES OR NEGLECTS DUTY.

SECTION 960. If any officer upon whom any duty is imposed by this chapter shall willfully or negligently fail to faithfully and promptly discharge the same, as required by law, he, and his sureties upon his official bond, shall be liable to the municipality, or to the parties aggrieved thereby, for all damages actually suffered in consequence of such failure.

EXEMPTION OF RAILROAD PROPERTY FROM TAXATION.

SECTION 1038. The property in this section described is exempt from taxation, to-wit:

9. Stock in any corporation in this state which is required to pay taxes upon its property in the same manner as individuals.

14. The track, right of way, depot grounds and buildings, machine shops, rolling stock, and all other property necessarily used in operating any railroad in this state, belonging to any railroad company, including pontoon or pile and pontoon railroads, and shall henceforth remain exempt from taxation for any purpose, except that the same shall be subject to special assessments for local improvements in cities and villages; and all lands owned or claimed by any such railroad company not adjoining the track of such com-

Railroad Laws.

pany, shall be subject to all taxes. The provisions of this sub-division shall not apply to any railroad that now is or shall be operated by horse power, whether now or hereafter constructed, in any city or village.

22 Wis., 54; 29 Wis., 116; 34 Wis., 271; 48 Wis., 666.

TAXATION OF RAILROAD COMPANIES.

SECTION 1211. Every railroad company, and every person operating a railroad in this state, except railroads operated by horse power, shall, on or before the tenth day of February in each year, make and return to the state treasurer, in such form and upon such blanks as shall be furnished by him, a true statement of the gross earnings of their respective roads for the preceding calendar year, of the number of miles of road operated by each such company or person, and the gross earnings per mile per annum during such year, which statement shall be verified by the oath of the secretary and treasurer of such companies, or of the person so operating such railroad.

9 Wis., 431; 11 Wis., 35; 15 Wis., 454; 16 Wis., 1.

SECTION 1212. Each such railroad company and each person so operating any railroad shall, on returning such statement, apply for a license to operate the railroad mentioned in such statement, and shall pay the license fee therefor provided in the next section; and thereupon shall receive from the state treasurer a license to operate such railroad for the calendar year commencing on the first day of January preceding, and terminating on the next succeeding thirty-first day of December, unless sooner revoked.

SECTION 1213. The annual license fees for the operation of such railroads shall be as follows:

1. Four per centum of the gross earnings of all railroads except those operated on pile and pontoon, or pontoon bridges, whose gross earnings equal or exceed three thousand dollars per mile per annum of operated railroad.

2. Five dollars per mile of operated railroad of all railroads whose gross earnings exceed one thousand five hundred dollars per mile per annum, and are less than three thousand dollars per mile per annum of operated road, and in addition two per centum of their gross earnings in excess of fifteen hundred dollars per mile per annum.

3. Five dollars per mile of operated road by all companies whose gross earnings are less than fifteen hundred dollars per mile per annum.

4. Two per centum of the gross earnings of all railroads which are operated upon pile or pontoon, or pontoon bridges, which gross earnings shall be returned as to such parts thereof as are within the state.

One-half of such license fee shall be paid at the time the license is issued, and one-half on or before the tenth day of August in each year.

Railroad Laws.

FORFEITURE FOR NEGLECT TO OBTAIN LICENSE AND PAY FEE.

SECTION 1214. If any such railroad company, or person operating any such railroad in this state, shall neglect to obtain such license, or pay the license fee therefor, or any part thereof, as hereinbefore provided, such company or person shall absolutely forfeit to the state the sum of ten thousand dollars, to be recovered in an action brought in the name of the state; and such neglect shall also be a cause of forfeiture of all the rights, privileges and franchises, whether granted by special charter or obtained under general laws by or under which any such railroad is operated. And the attorney general, upon such neglect, shall collect by action the pecuniary forfeiture herein imposed, and also proceed to have forfeiture of such rights, privileges and franchises duly declared. Any such company or person, at any time before the final judgment of forfeiture of such rights, privileges and franchises is rendered, may be permitted to make the return and pay the license fee herein provided for, upon special application to the court in which the action to declare such forfeiture is pending, upon such terms as the court shall direct.

NOT TO AFFECT SPECIAL EXEMPTIONS.

SECTION 1215. Upon the granting of the first licenses hereunder, there shall be deducted from the fees therefor the proportionate part of such fees upon which a license tax has already been paid to the state, and these statutes shall not be construed to affect any special exemptions from taxation hitherto granted to railroad companies.

SECTION 1222. The licenses herein provided for shall certify to the fact of the payment of the license fee, be attested by the great or lesser seal, thereto affixed, and shall be in such form as shall be approved by the attorney general.

GENERAL PROVISIONS RELATING TO CORPORATIONS.

POWERS OF CORPORATIONS.

SECTION 1478. Every corporation organized under any general or special law, when no other provision is specially made by law, or by its articles of organization, shall have the following powers:

1. To make all contracts necessary and proper to effect its purposes and conduct its business.
2. To sue and be sued, to appear and defend in all actions and proceedings in its corporate name, to the same extent as a natural person.
3. To have a common seal, and alter the same at pleasure.
4. To elect or appoint, in such manner as shall be fixed by its by-laws, all necessary officers, agents and servants, define their duties and obligations, fix

Railroad Laws.

their compensation and fill vacancies therein, and to establish branch offices or places of business in this state or elsewhere.

5. To make, amend and repeal by-laws and regulations not inconsistent with law, or its articles of organization for its own government, for the orderly conducting of its affairs, and the management of its property, for determining the manner of calling and conducting its meetings, the manner of appointing and mode of voting by proxy, and the tenure of office of its several officers, and such others as shall be necessary or convenient for the accomplishment of its purposes, and may prescribe suitable penalties for the violation of its by-laws, not exceeding in any one case twenty dollars for any one offense.

6. To take and hold property, both real and personal, to an amount authorized by law, and sell, convey, or otherwise dispose of the same.


7. To mortgage its franchises, tolls, revenues and property, both real and personal, to secure the payment of its debts, or to borrow money for the purposes of the corporation, and no other, with the consent of a majority of its stockholders, or if not a stock corporation, of a majority of its members, and to establish, with the like consent, a sinking fund for the payment of its debts.

MAJORITY OF DIRECTORS, ETC., TO CONSTITUTE QUORUM.

SECTION 1749. A majority of the directors or trustees of every corporation, convened according to the by-laws thereof, shall constitute a quorum for the transaction of business. The members owning a majority of the stock in stock corporations, and a majority of the members of other corporations, shall constitute a quorum at any meeting of such stockholders or members, and be capable of transacting any business thereof, except when otherwise specially provided by law or by the articles of organization of the corporation.

SHALL HAVE PRINCIPAL OFFICE IN THE STATE.

SECTION 1750. Every corporation organized under the laws of this state, except such railroad corporations as own or operate railroads in another state, as well as in this state, in connection with their railroad in this state, shall have its principal office in this state, and shall keep in such office its general and principal books of account, including its stock books; and its principal managing officer or superintendent shall reside within this state. Any corporation which, according to the foregoing provisions, is not required to keep its principal office or books of account within this state, shall, whenever required to do so by the railroad commissioner, the legislature or any committee thereof, or of either house thereof, or any court of record, produce before such commissioner, legislature, committee or court, its said books of account and stock books; or so many and such parts thereof as may be necessary, and as may be required by such commissioner, legisla-



Railroad Laws.

ture, committee or court, or in the discretion of such commissioner, legislature, committee or court, transcripts from such books or such parts thereof as may be required and called for, duly proved and authenticated, may be produced and used as and for the originals; and each such corporation shall designate some office within this state as its principal office, and inform the railroad commissioner of such selection and designation, and such corporation shall keep in such office a list of its stockholders, together with a statement of the number of shares of its stock held by each of them respectively, as shown by its books, which list shall be corrected as often as three times in each year, at the times of closing its stock books, if it shall so often close them, and if it shall not so often close them, then such list shall be corrected once at least in each four months. A failure or refusal to comply with any of the foregoing provisions of this section shall be cause of forfeiture of its franchises. At least once in each year, each stock corporation shall make and file in its principal office, and keep on file there for the use of its stockholders, a statement and abstract of the assets and liabilities of such corporation, and of its financial transactions for the previous year, which statement shall be verified by the affidavit of the treasurer, or other proper officers of such corporation, and shall contain a brief statement of the sources whence its receipts have been received, stated in classes, and a similar statement of its expenditures, showing the amount disbursed for each class of objects and purposes.

CAPITAL STOCK.

SECTION 1751. The capital stock of every corporation, divided into shares, shall be deemed personal property, and when certificates thereof are issued, such shares may be transferred by endorsement of the owner, his attorney or legal representatives, and delivery of the certificates; but such transfer shall not be valid, except between the parties thereto, until the same shall have been so entered on the books of the corporation, as to show the names of the parties by and to whom transferred, the number and designation of the shares, and the date of the transfer; and every person transferring any such certificate or shares of stock shall remain liable to the creditors of the corporation to the extent and in the manner prescribed in section seventeen hundred and fifty-six; and every such corporation shall at all times have a lien upon all shares of stock for all debts due from the owner thereof to such corporation.

51 Wis, 519.

PROCEEDINGS TO COMPEL TRANSFER OF STOCK ON BOOKS.

SECTION 1752. Whenever it shall be made to appear to the circuit court by affidavit or otherwise, that the secretary or other proper officer of any corporation has, upon proper demand, neglected or refused for two days to

Railroad Laws.

transfer on the stock books of the said corporation any stock which it is his duty to transfer, such court shall immediately issue an order requiring said secretary to show cause before said court, at some time named in said order, not more than ten days from the date thereof, why he should not transfer such stock, and shall in said order direct the manner of its service; and when said order is returnable, unless said secretary shows cause to the satisfaction of the court why such stock should not be transferred, said court shall order such transfer to be made by said secretary, at such time and place as to said court shall seem reasonable, and may enforce the performance thereof by proceedings for contempt.

STOCK, ETC., TO ISSUE IN CONSIDERATION OF MONEY, LABOR, PROPERTY, ETC.

SECTION 1753 (as amended by ch. 93, Laws of '81). No corporation shall issue any stock or certificate of stock, except in consideration of money, or labor or property, estimated at its true money value, actually received by it, equal to the par value thereof; nor any bonds or other evidence of indebtedness, except for money, labor or property estimated at its true money value, actually received by it, equal to seventy-five per cent. of the par value thereof; and all stock and bonds issued contrary to the provisions of this section, and all stock dividends or other fictitious increase of the capital stock of any corporation shall be void; provided, however, that any corporation whose stock or bonds have been, or hereafter shall be, admitted to the stock exchange of Chicago, New York, Boston or Philadelphia, or of either of said cities, may sell such stock or bonds so admitted at the best price or prices, current for the time being, obtainable therefore, on any of the said exchanges at which the same shall be offered for sale.

SUBSCRIPTIONS, HOW CALLED IN.

SECTION 1754. Unless otherwise expressly provided by law, or the articles of organization, the directors of any corporation may call in the subscriptions to the capital stock, by installments, in such proportion and at such times as they shall think proper, by giving such notice thereof as the by-laws shall prescribe, and may enforce payment thereof by suit in the name of the corporation; or in case any stockholder shall neglect or refuse payment of any such instalment for the space of sixty days after the same shall have become due and payable, and after he shall have been notified thereof, the stock of such negligent stockholder may be sold by the directors at public auction, giving at least thirty days' notice in some newspaper published at or nearest to the place where the business of such corporation is transacted; and the proceeds of such sale shall be first applied in payment of the instalment called for and the expenses attending the sale, and the residue be refunded to the owner thereof; but if the proceeds of such sale shall not be sufficient to pay such

Railroad Laws.

instalment and the expenses of the sale, such delinquent stockholder shall remain liable to the corporation for such deficiency; such sale shall entitle the purchaser to all the rights of a stockholder, to the extent of the shares so bought.

STOCKHOLDER TO BE PERSONALLY LIABLE, WHEN.

SECTION 1755. Whenever the capital stock of any corporation shall be diminished by any corporate vote, the stockholders thereof shall be liable for the payment of all debts then remaining unpaid, in an action by any such creditor or lawfully appointed receiver or assignee of such corporation, to an amount equal to the sum respectively refunded to them, or credited upon their debts for unpaid stock, or both. And also the stockholders voting for such diminution shall be jointly and severally liable to any creditor whose debt shall then remain unpaid, to an amount equal to the whole amount refunded to the stockholders, or credited upon their debts for unpaid stock, or both; but all stockholders shall be liable for contribution to every stockholder compelled to discharge corporate debts under this section, proportionably to the amount so refunded or credited to them respectively.

CORPORATIONS MAY RELEASE STOCKHOLDERS, WHEN.

SECTION 1756. If any stock shall be transferred, which is not fully paid the corporation may by agreement, to be noted on its stock-book, discharge the stockholder making such transfer, from liability to it for the unpaid part of his stock subscription, and accept that of the person to whom the stock is transferred in his place; but the person transferring such stock shall be liable for the amount unpaid thereon to the then creditors of such corporation, and those who may become such within six months after such transfer, or to any lawfully appointed receiver or assignee of the corporation for their use.

BOOKS TO BE OPEN TO INSPECTION.

SECTION 1757. The books of every corporation containing the stock subscriptions and accounts shall at all reasonable times be open to the inspection of the stockholders; and every creditor of a corporation shall be informed at any time of the amount of capital stock of such corporation subscribed, the amount paid in, who the stockholders are, the number of shares of stock owned by each, and the amount unpaid by each stockholder upon the shares owned by him, and if any shares of stock, which are not fully paid for, have been transferred within six months of the time of inquiry, the name of the person who transferred the same and the amount due thereon at the date of such transfer. And the officers of such corporation shall furnish any such creditor correct information thereof. And any officer refusing, when requested so to do, shall be liable for any damage caused thereby.

Railroad Laws.

STOCKHOLDERS, HOW CREDITED IN ACTIONS AGAINST THEM.

SECTION 1758. In actions by or for the benefit of any such creditor against stockholders to recover what may be due and unpaid on any stock, such stockholders shall only be credited with such sums as have been actually paid in, in money, or its equivalent in value on account of such stock, and not with any dividend which may have been declared and applied on such stock.

RECORD TO BE KEPT OF PROCEEDINGS.

SECTION 1759. Every corporation shall keep a correct and complete record of all its proceedings, including such as relate to the election of its officers; and such record may be kept in any other than the English language, when so provided in its articles of organization. Every corporation shall also keep a book containing the names of all stockholders or members, since its organization, showing the place of residence, amount of stock held, time of acquiring stock or becoming a member, time of transfer of stock or cessation of membership of each respectively. If any officer, agent or servant of any corporation shall omit to make any entry in the books or records thereof which it is his duty to make as such officer, agent or servant, he shall forfeit not less than twenty-five nor more than one thousand dollars, and be liable for all damages thereby sustained.

DISSOLUTION OF CORPORATIONS.

SECTION 1763. Whenever any corporation shall have remained insolvent, or shall have neglected or refused to pay and discharge its notes or other evidences of debt, or shall have suspended its ordinary and lawful business for one whole year, it shall be deemed to have surrendered the rights, privileges and franchises granted or acquired under any law, and shall be adjudged to be dissolved.

CONTINUANCE OF DISSOLVED CORPORATIONS FOR CERTAIN PURPOSES.

SECTION 1764. All corporations whose term of existence shall expire by their own limitation, or which shall be voluntarily dissolved in the manner provided by law, or by its articles of association, or shall be annulled by forfeiture or otherwise, shall nevertheless continue to be bodies corporate for three years thereafter, for the purpose of prosecuting and defending actions, and of enabling them to settle and close up their business, dispose of and convey their property and divide their capital stock, and for no other purpose; and when any corporation shall become so dissolved, the directors or managers of the affairs of such corporation at the time of its dissolution, by whatever name they may be known, shall, subject to the power of any court of competent jurisdiction to make, in any case, a different provision, continue to act as such during said term, and shall be deemed the legal administrators

Railroad Laws.

of such corporation, with full power to settle its affairs, sell or dispose of and convey all its property, both real and personal, collect the outstanding debts, and after paying the debts due and owing by such corporation at the time of its dissolution, and the costs of such administration, divide the residue of the money and other property among the stockholders or members thereof.

DIVIDENDS.

SECTION 1765. No dividend shall be paid out to the stockholders of any corporation until the capital stock has been fully paid in. And no dividend shall thereafter be declared or paid by the directors of any corporation, except out of net profits properly applicable thereto, and which shall not in any way impair or diminish the capital; and if any such shall be paid, every stockholder receiving the same shall be liable to restore the full amount thereof, unless the capital be subsequently made good; and if the directors of any corporation shall pay any such dividend before the capital stock is fully paid in, or shall pay any such dividend when the corporation is insolvent, or in danger of insolvency, not having reason to believe that there were sufficient net profits properly applicable thereto to pay the same without impairing or diminishing the capital, they shall be jointly and severally liable to the creditors of the corporation at the time of declaring such dividend to the amount of their debts.

ATTORNEY GENERAL TO EXAMINE INTO AFFAIRS OF CORPORATIONS IN
CERTAIN CASES.

SECTION 1766. The attorney general, whenever required by the governor, shall examine into the affairs and condition of any corporation in this state, and report such examination in writing, together with a detailed statement of the facts to the governor, who shall lay the same before the legislature, and for that purpose the said attorney general shall have power to administer all necessary oaths, and to examine any person in relation to the affairs and condition thereof, and to examine the vaults, books, papers and documents belonging to such corporation, or pertaining to its affairs and condition; and the legislature, or either branch thereof, shall have full power to examine into the affairs and condition of any corporation in this state at all times; and for that purpose, any committee appointed by the legislature, or either branch thereof, may examine any person in relation to the affairs and condition of such corporation, and its vaults, safes, books, papers and documents, and compel the production of all keys, books, papers and documents, by summary process, to be issued on application, to any court of record, or any judge thereof, under such rules and regulations as the said court may prescribe.

Railroad Laws.

RESTRICTION OF USE OF PROPERTY OF CORPORATIONS.

SECTION 1767. The property of any corporation organized under any special or general law, shall be used only for the purposes prescribed by such law, or by its articles of organization in pursuance thereof.

LEGISLATURE MAY LIMIT OR RESTRICT POWERS OF.

SECTION 1868. The legislature may at any time limit or restrict the powers of any corporation organized under any law, and for just cause annul the same, and prescribe such mode as may be necessary for the settlements of its affairs.

1 Wis., 317; 35 Wis., 257, 425; 36 Wis., 252; 27 Wis., 190; 38 Wis., 463; 40 Wis., 294.

LIABILITY OF STOCKHOLDERS.

SECTION 1769. . . . Whenever any railway corporation of this state shall be placed by any court of this state in the hands of a receiver, whether upon foreclosure or creditors' bill, it shall be the duty of such receiver to report immediately to the court so appointing him, the amount due by said railroad company, or by the person or persons who were operating said road at the date of such receivers' appointment, to employes and laborers upon said road, and it shall be the duty of said court to order the said receiver to pay out of the first receipts and earning of said railway, after paying current operating expenses under his administration, the wages of all employes and laborers, which had accrued within six months prior to the appointment of such receiver.

ACTIONS BY AND AGAINST CORPORATIONS BY THEM OR THEIR MEMBERS.

SECTION 1770. Every corporation may maintain an action against any of its members or stockholders for any cause relating to the business of the corporation, the same as against any other person; and like actions may be maintained by any member or stockholder against such corporation for any cause of action in his favor against the same.

REORGANIZATION OF CORPORATION.

SECTION 1788. Any person or association of persons which shall have, or may hereafter become the owner or assignee of the rights, powers, privileges and franchises of any corporation created or organized by or under any law of this state, by purchase under a mortgage sale, sale in bankrupt proceedings, or sale under any judgment, order, decree or proceedings of any court in this state, including the courts of the United States sitting herein, may at any time within two years after such purchase or assignment, organize anew by filing articles of organization, as provided in this chapter, or elsewhere in these statutes, respecting corporations for similar purposes, and shall there-

Railroad Laws.

upon have the same rights, privileges and franchises which such corporation had or was entitled to have at the time of such purchase and sale, and such as are provided by these statutes applicable thereto. They may fix at what price, or for what number of shares, the rights, privileges, powers, franchises or property of such former corporations, purchased by them, shall be put into the new organization. 52 Wis., 414.

DISSOLUTION OF CORPORATION.

SECTION 1789. Any corporation organized under any law, may, when no other mode is specially provided, dissolve, by the adoption of a written resolution to that effect at a meeting of its members specially called for that purpose, by a vote of the owners of at least two-thirds of the stock, in the case of stock corporations, and of one-half of the members in other corporations; but when a mode or process of dissolution shall have been provided in the articles of organization, it shall be conducted accordingly. One copy of such resolution, with a certificate thereto affixed, signed by the president and secretary, or, if none, the correspondent officers, and sealed with the corporate seal, if there be any, stating the fact and date of the adoption of such resolution, that such is a true copy of the original, the whole number of shares of stock, and of members of such corporation, and the number of members who, or of the shares of stock whose owners voted for its adoption, shall be recorded, as an amendment to its article, is required to be recorded by section seventeen hundred and seventeen hundred and seventy-four, and a like copy filed with the secretary of state. Thereupon such corporation shall cease to exist except for winding up its affairs. Whenever the articles of organization shall provide a term to the duration of a corporation, it shall cease to exist at the time so fixed, except as aforesaid.

OF THE RAILROAD COMMISSIONER.

(Section 3 of chapter 300, Laws of 1881.)

No person in the employment of, or owning any stock, bonds, or otherwise pecuniarily interested in any railroad, freight or transportation company, or being any officer of such railroad company, shall be eligible to the office of railroad commissioner.

SECTION 1793. Such commissioner, before entering upon the duties of his office, shall take and subscribe the following oath, which shall be filed in the office of the secretary of state, namely: I do solemnly swear (or affirm) that I will support the constitution of the United States and the constitution of the state of Wisconsin, and that I will faithfully discharge the duties of railroad commissioner to the best of my ability; that I am not in the employment of, and that I own no stock or bonds of, and am not otherwise pecuniarily interested in any railroad, freight or transportation company. And he

Railroad Laws.

shall give at the same time a bond to the state, in the sum of twenty thousand dollars, with sureties to be approved by the governor, conditioned for the faithful discharge of his duties; which bond shall be filed in the office of the secretary of state.

DUTIES OF COMMISSIONER.

SECTION 1794. Such commissioner shall inquire into any neglect or violation of the laws of the state by any railroad corporation doing business therein, or by the officers, agents, or employes thereof, or by any person operating a railroad. He shall inspect and examine the condition, equipment and manner of management of all railroads, with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and the manner of the financial management of every such railroad corporation. Whenever he shall receive any complaint in writing, made by any citizen of this state, of any such neglect or violation of law, and specifying the acts complained of, such commissioner shall investigate the same; and if he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney general, who shall thereupon prosecute an action thereon in the name of and for the benefit of the party aggrieved, at the expense of the state.

SECTION 1795. The railroad commissioner shall, on or before the tenth day of February in each year, ascertain and return to the state treasurer the following:

1. The actual cost of each railroad in this state up to, and including the thirty-first day of the next preceding December; and if such railroads shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state.

2. The total gross receipts resulting from the operation of every such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

3. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the thirty-first day of December, or of that part of the same which is in this state.

4. The total interest bearing indebtedness of the corporation owning or operating such railroad, and the amount of interest paid by such corporation during the next preceding year, ending on the thirty-first day of December; and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, renewal or operation of any part of such railroad which is not in this state, or for equipment of such part, such railroad commissioner shall ascertain and determine, in such manner as he shall think just and equitable, how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such corporation, during such year ending on the

Railroad Laws.

thirty-first day of the next preceding December, on that part of such indebtedness which is justly chargeable to that part of said railroad that is in this state. The president or managing officer of every railroad corporation, and every other person operating any railroad in this state, shall annually, in the month of January, make such reports and returns to such commissioner, verified by the oath of such officer or person, as shall afford the information aforesaid, and as he shall require, and at other times prescribed by him, such other reports and returns, verified as aforesaid, concerning such railroads, their business affairs and management, as he shall require; and for such purpose he may prescribe blank forms, which shall be provided by the secretary of state. Every railroad corporation, company or person operating a railroad, who shall fail to make any such report within the time prescribed therefor, shall forfeit one hundred dollars for each and every day the same shall be delayed. The commissioner shall, on or before the second Monday of January in each year, make a report to the governor of the transactions of his office, for the preceding year, and containing such information, suggestions or recommendations in respect to the matters under his charge as he may deem proper. Three hundred copies of his report, for distribution and exchange, shall annually be bound in cloth, at a cost not exceeding twenty-five cents per copy.

POWERS OF COMMISSIONER.

SECTION 1796. Such commissioner, in the discharge of his duties, shall have power to examine witnesses, administer oaths, send for persons or papers, and at any and all times may have access to all books and papers of every such railroad corporation in any railroad office in this state; and may copy or extract from the same, and for that purpose may issue subpoenas, requiring the attendance of witnesses and the production of books and papers at such time and place as he may prescribe; and in case of disobedience to any such subpoena, or of a refusal of a witness to testify to any matter as to which he may be legally interrogated, it shall be the duty of the circuit court of any county, on the application of the commissioner, to compel obedience by attachment and proceeding for a contempt as in case of disobedience of a subpoena issued from such court, or a refusal to testify therein.

TO KEEP OFFICE AT CAPITOL.

(As amended by Ch. 224, Laws of 1881.)

SECTION 1797. Such commissioner shall keep his office at the seat of government, and shall be provided with a suitable room, necessary office furniture, stationery, books and maps, and he may, when necessary, take to his aid experts to assist in examining bridges, the expenses thereof to be paid out of the state treasury; but the total sum therefor shall not exceed eight hundred dollars per year. He shall be paid out of the state treasury, in addition to

Excluded Items

the salary three dollars per day for traveling expenses, for which they actually traveled in the performance of his duties, and he may employ a clerk at a salary of fifteen hundred dollars per annum to be paid in like manner. The accounts for all payments authorized by this section shall be audited only when approved by the governor. Such compensation and his clerk shall have the right of passing in the discharge of their official duties in all railroads and railroad trains free of charge.

RESTRICTIONS UPON CHARGES

SECTION 1798. No railroad corporation shall charge, demand or receive from any person, company or corporation for the transportation of persons or of property other by the railroad or otherwise a greater sum than it ever charge, demand or receive from any other person, company or corporation for a like service, or charge, demand or receive from any person, company or corporation an unreasonable price for the transportation of persons or property, or for the handling or storage of freight or for the use of its cars, or for any privilege or service afforded by it in the transaction of business. Every railroad corporation shall upon reasonable notice, when within its power to do so, furnish suitable cars to any person applying therefor for the transportation of freight, and shall receive, transport and deliver such freight with reasonable dispatch, and provide suitable facilities for the receiving, handling and delivering of such freight, at any stations upon such railroad. Any railroad corporation which shall violate any of the provisions of this chapter forbidding extortion or unjust discrimination, or any provision of law establishing rates, shall be liable to the person aggrieved in three times the actual damage sustained, besides costs.

RAILROADS TO RECEIVE AND TRANSPORT ACCORDING TO DIRECTIONS OF SHIPPER.

SECTION 1799. Every railroad corporation operating a road shall receive any and all grain offered to it, or to any agent or employe of it, for transportation, and shall make and deliver to the shipper or consignor, the usual bill of lading for such grain consigned to any consignee, and shall transport all such grain over its road at the tariff of rates then in force, and according to the preceding section, to the elevator, warehouse or mill to which the same may be directed or shipped by the shipper or consignor, and deliver the same to the consignee at the warehouse or place of storage designated by him for the delivery thereof, if there be any track connecting therewith, by whomsoever laid or owned, over which such corporation shall have the right or privilege to run its cars, and such place of delivery be not more than one-half mile from the railroad of such corporation; and shall make no increased or additional charge for transportation of such grain because of such delivery,

Railroad Laws.

nor charge for such delivery, except such sum, if anything, as such corporation shall be actually required to pay to the owner or holder of such connecting track for the use thereof for such delivery.

TRANSPORTATION OF FIREWOOD.

SECTION*1800. No railroad corporation shall be compelled to transport firewood, unless the same shall be piled at some reasonable convenient point on its line, in quantities sufficient to load at least five cars at a time. When that is done, the corporation, upon five days' notice to the nearest station agent or other proper officer, shall, with all convenient dispatch, provide sufficient cars and transport such wood as required by the shipper, at prices per car load not more than the tariff of rates then in force for transportation of rails, fence posts and railroad ties; but such wood shall be loaded and unloaded by the owner, and no railroad company shall be required to so carry wood during the months of June, September, October and November.

TO MAINTAIN STATIONS.

SECTION 1801. Every corporation operating a railroad shall maintain a station at every village, whether incorporated or not, having a post office, and containing two hundred inhabitants or more, through or within one-eighth of a mile of which its line of road runs, and shall provide the necessary arrangements, receive and discharge freight and passengers, and shall stop at least one train each day each way at such station, if trains are run on such road to that extent. Every such corporation neglecting or refusing fully to comply with this section, after demand therefor by any resident of such village, shall forfeit not less than twenty-five nor more than fifty dollars for each and every day such neglect or refusal shall continue, one-half to the use of the person prosecuting therefor.

OWNERS OF ELEVATORS MAY CONSTRUCT TRACKS TO RAILROADS.

SECTION 1802. The owner of any elevator, warehouse or mill, at or near any station or terminus of any railroad, may at his own expense, construct a railroad track from such elevator, warehouse or mill to such a railroad, and connect with the same by a switch at a point, within a reasonable distance from such station or terminus, and the railroad corporation shall allow such connection. Such side track and switch shall at all times be under the control and management of and kept in repair and operated for the benefit of such owner or his assigns by such corporation; but the actual cost of so maintaining and operating the same shall be paid monthly by the owner thereof; and in case of his neglect to so pay the same upon demand, the obligation of this section upon any such corporation shall cease until such payment be made in full.

Railroad Laws.

RESTRICTION OF RATES BY CERTAIN COMPANIES.

SECTION 1803. The Chicago, Milwaukee & St. Paul Railway Company, the Western Union Railroad Company and the Chicago and Northwestern Railway Company, shall not demand, collect or receive a greater compensation for the transportation of persons or property, than is fixed for corresponding distances in the regular published schedule of the tariff rates therefor of the said Chicago, Milwaukee & St. Paul Railway Company, in force on the fifteenth day of June, A. D. 1872, and heretofore filed with the railroad commissioner; and this provision shall apply to all railroads owned, leased or operated by said companies or either of them. Each of said companies in this section named shall sell at all their ticket stations within this state, tickets for five hundred miles, which shall be transferrable, and also round trip tickets, good for first-class passengers, to and from any station within this state on their respective lines of road, at the uniform rate of three cents per mile, and with the right to the holder thereof to stop over upon his journey, at any station; but no railroad corporation shall be compelled to accept a single fare of less than five cents. This section shall not abridge or control the rates for carrying freight which comes from beyond the boundaries of the state to be carried across or through the state.

NO OFFICER TO BE INTERESTED IN CONTRACTS.

SECTION 1804. No president, director, officer, agent, or employe of any railroad, freight, or transportation corporation shall be interested, directly or indirectly, in the furnishing of supplies or materials to such corporation, or in the business of transportation of freight or passengers over the lines owned, leased, controlled or operated by such corporation. No officer of any railroad corporation shall be an officer of any other railroad corporation which owns or controls a parallel or competing line, to be determined by a jury; but this shall not apply to cases where one corporation became responsible for the liability of another, either by advances made or a guaranty of bonds, previous to the first day of March, one thousand eight hundred and seventy-six, nor to any corporation which had prior to that date been authorized to purchase or hold stock in any other railroad corporation, so far as thus authorized.

GUNPOWDER, ETC., NOT TO BE CARRIED ON PASSENGER TRAINS.

SECTION 1805. No railroad corporation shall transport or carry any gun powder, dynamite, nitro glycerine, or like explosive articles, in any baggage, mail, express or passenger car; and for every violation thereof by any officer or agent of such corporation shall forfeit not less than two hundred nor more than one thousand dollars.

Railroad Laws.

DOORS OF PASSENGER CARS NOT TO BE LOCKED.

SECTION 1806. No door of any car used for transporting passengers upon any railroad shall be locked while such car is in use or occupied by any passenger, nor be locked so as to prevent free exit from the same at all times; and no kerosene oil of less than three hundred degrees test, or other material of an explosive nature shall be used for the purpose of lighting any cars used for the transportation of passengers upon any railroad in this state.

TO CARRY AX AND HAND SAW.

SECTION 1807. Every railroad corporation shall provide and constantly keep in some conspicuous place in every car used for transporting passengers on its road, an ax with a handle, and a hand-saw, both ready for use; and for neglect or failure so to do, shall forfeit twenty-five dollars for each car not so provided, for each day such failure shall continue.

TRAINS TO STOP BEFORE CROSSING OTHER RAILROADS.

SECTION 1808. Every train of cars and every locomotive, about to cross the track of another railroad, shall come to a full stop before arriving at or crossing the track of such other, and within four hundred feet thereof; and the train or locomotive arriving near said crossing first, shall cross and move on first; and every such train or locomotive, shall also come to a full stop before crossing or running upon any drawbridge over a stream which is regularly navigated by vessels, during the season when such stream is so used for navigation, and the use of such draw is necessary for the passage of boats, vessels and other crafts navigating the waters of such stream, at a distance from such bridge of not more than six hundred feet; provided, that no such stop need be made before crossing such drawbridge or railroad crossing of railroads operated by the same company, if, at the time an employe of the company shall be standing on such bridge or crossing, with a proper light, by night, or flag by day and signal such train to proceed.

SIGN BOARDS TO BE PUT UP, WHISTLE TO BE BLOWN, ETC.

SECTION 1809. Every railroad corporation shall put up and maintain, at all times, at every place where their railroad track crosses a public highway, and near such crossing, a large sign board with the following inscription, painted in large letters on each side: "Look out for the cars," in such manner as to be visible on the highway track at least an hundred feet distant on each side of the crossing; and before crossing any highway, except in cities and villages, with any locomotive, the whistle shall be blown, eighty rods from such crossing, and the engine bell rung continuously from thence until the highway be crossed by the locomotive. In all cities and villages, the

Railroad Laws.

engine bell shall be rung before and while crossing any street, and no train or locomotive shall go faster, until after having passed all the traveled streets thereof, than at the rate of six miles per hour.

38 Wis., 613, 643; 41 Wis., 44; 50 Wis., 231.

FENCES.

(As amended by Ch. 193, Laws of 1881.)

SECTION 1810. Every railroad corporation operating any railroad shall erect and maintain on both sides of any portion of its road (depot grounds excepted), good and sufficient fences, of the height of four and a half feet, with openings, or gates, or bars therein, and suitable and convenient farm crossings of the road, for the use of the occupants of the lands adjoining, and shall construct and maintain cattle guards at all highway crossings, and connect their fences therewith, to prevent cattle and other domestic animals from going on such railroad. All roads hereafter built, shall be so fenced, and such cattle guards be made within three months from the time of commencing to operate the same so far as operated. Until such fences and cattle guards shall be duly made, every railroad corporation owning or operating any such road shall be liable for all damages done to cattle, horses or other domestic animals, or persons, thereon, occasioned in any manner, in whole or in part, by the want of such fences or cattle guards; but after such fences and cattle guards shall have been in good faith constructed, such liability shall not extend to damages occasioned in part by contributory negligence, nor to defects existing without negligence on the part of the corporation or its agents. A barbed wire fence consisting of not less than five barbed wires, with at least forty barbs to the rod, firmly fastened to posts, well set, not more than sixteen and one-half feet apart, with one good stay between, the top wire not less than fortyeight inches high, and the bottom wire not more than eight inches from the ground, and the spaces between the bottom and second and second and third wires from the ground not more than eight inches each, shall be deemed a good and sufficient fence; and no fence shall be required in places where the proximity of ponds, lakes, water courses, ditches, hills, embankments or other sufficient protection renders a fence unnecessary to protect cattle or other domestic animals from straying upon the right of way or track, provided that nothing herein shall affect or render unlawful any fence now built by any railroad company.

7 Wis., 232; 13 Wis., 637; 19 Wis., 145; 21 Wis., 39, 73, 370; 26 Wis., 145; 36 Wis., 45, 582; 37 Wis., 323; 42 Wis., 306, 322; 43 Wis., 865; 53 Wis., 689.

PENALTY FOR TAKING DOWN FENCES AND FOR LEADING ANIMALS ON TRACK.

SECTION 1811. When such fences and cattle guards shall have been duly made and maintained, any person who shall wilfully take down, open or

Railroad Laws.

remove any such fence, cattle guard or crossing, or any portion thereof, or allow the same to be taken down, opened or removed, or who, having lawfully taken down bars or opened gates in such fences for the purpose of passing through the same, shall not immediately replace or close the same, shall forfeit not less than ten nor more than fifty dollars, and in addition be liable to the party injured for all damages resulting from such act or omission; and if any person shall ride, lead or drive any horse or other animal upon such road, when such road be fenced, or if any person or persons shall ride, lead or drive any horse or horses, or team or teams, lengthwise of said track, when it is not fenced (other than at the farm crossings or upon depot grounds, or where the same is laid along or across a public road or street), without the consent of the corporation or party having control of such road, he shall, for every such offense, forfeit a sum not exceeding ten dollars, to be recovered by such corporation or party in an action before any justice of the peace of the county wherein such offense is committed, and shall also pay all damages which shall be sustained by the company or party aggrieved. It shall not be lawful for any person, other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except when the same shall be laid along public roads or streets: provided, this section shall not be construed to prevent any person from driving across any such roads from one part of his own land to another.

89 Wis., 129; 53 Wis., 626.

OCCUPANTS OF ADJOINING LANDS MAY GIVE NOTICE TO BUILD FENCES.

SECTION 1812. Whenever a railroad corporation is required by law to fence its track or railroad, or to maintain or keep in repair any such fence, and shall neglect or refuse to build or repair such fence, as the case may be, the owner or occupant of the land adjoining such railroad, or over or through which said railroad track shall or may be laid, may, between the first day of April and the first day of October next succeeding, give notice in writing to such corporation to build within sixty days, or or repair within thirty days, such fence, as the case may be, after the service of such notice. Such notice shall describe the land on which such fence is required to be built or repaired, and service thereof may be made by delivering the same to any station agent of said corporation. In case the corporation or agent, so notified, shall refuse or neglect to build or repair the fences on the land described in such notice within the time aforesaid, then such owner or occupant may build or repair the same, as the case may be, and may recover by action from such corporation the cost thereof, with interest at one per cent. per month from the time such fence shall have been built or repaired.

SECTION 1813. Whenever any railroad corporation shall operate a railroad over or through enclosed lands, and shall fail to construct the fences,

Railroad Laws.

farm crossings or cattle guards, required by section eighteen hundred and ten, proper for the use of such lands, the owner or occupant thereof may give notice in writing, signed by him, to such corporation, to be served as a summons in a court of record is required to be served on such corporation, to fence its road so running through his enclosed lands, describing the same, and construct the necessary farm crossings and cattle guards thereon; and if such company, after being so notified, shall neglect for three months so to construct such fences, farm crossings and cattle guards, it shall be liable to pay to such owner or occupant ten dollars for each and every locomotive that may thereafter pass through such lands, until so constructed. But no time between the first day of November and the first day of April next succeeding shall be included in the three months aforesaid.

By chapter 153, Laws of 1879, the Pine River Valley & Stevens Point Railroad was exempted from the provisions of the last four sections for the period of ten years from the passage of said act, with the proviso that nothing in that act should be so construed "as to release the said railroad company from liability for stock or persons killed or injured by the trains running on the said railroad."

SECTION 1814. The foregoing provisions shall not affect in any manner any contract or agreement heretofore or hereafter entered into between any railroad corporation and the proprietors or occupants of lands adjoining, for the construction and maintenance of any such gates, bars, cattle guards and railroad crossings.

LABORER'S LIENS.

SECTION 1815 (as amended by chapter 318, Laws of 1881). As often as any contractor for the construction of any railroad or part thereof in progress of construction, shall be indebted to any laborer for thirty days' labor or less, either manual or team labor, or both, including team and driver, performed in constructing such road, such laborer may, within thirty days' after the claim or demand of such laborer shall have accrued, serve notice in writing, signed by him, his agent or attorney, on the corporation either owning or constructing such road, that he claims such indebtedness, stating the amount thereof, the number of days' labor, and the time when performed, and the name of the contractor from whom due, and thereupon such corporation shall be directly liable to such laborer for the amount so due him, provided he bring his action therefor within sixty days after the service of such notice. Such notice shall be served by delivering a copy thereof to an engineer, agent or superintendent in the corporation's employment having charge of the part of the road on which such labor was performed, personally, or by leaving the same at his office or usual place of business, with some person of suitable age therein.

11 Wis., 67; 31 Wis., 451; 26 Wis., 76; 39 Wis., 426.

Railroad Laws.

PENALTY AGAINST GAMING.

SECTION 1817. If any railroad corporation or any agent or servant of any such corporation shall suffer any game to be played for gain, or any betting or gambling by means of any game, machine, device or chance of any description whatsoever, in any car, depot, station house, building or other place whatsoever, within the care, custody, possession or control of such corporation, agent or servant, such corporation and such agent and servant shall each forfeit not less than fifty nor more than two hundred dollars for each offense, one-half to the use of the person prosecuting; and every such agent or servant shall have authority summarily to arrest, without warrant, any person found in the act of so betting or gambling in any place aforesaid, and bring him before any court of competent jurisdiction, or deliver him to a proper officer to be brought before such court to be dealt with according to law.

PASSENGERS REFUSING TO PAY FARE MAY BE PUT OFF.

SECTION 1818. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage off the cars, on stopping the cars, and using no unnecessary force, at any usual stopping place, or near any dwelling house as the conductor shall elect.

PENALTIES.

SECTION 1819. If any railroad corporation, its officers, agents or servants, shall violate or fail to comply with any of the provisions of this chapter, for which no forfeiture is otherwise specially provided, such corporation shall, for each and every such violation or failure, forfeit not less than fifty nor more than five hundred dollars, one-half to the person prosecuting, and in addition be liable to the person injured for all damages sustained thereby.

:(Chapter 29, Laws of 1880).

AN ACT for the Protection of Passengers on Railroad Cars, and conferring police powers on conductors and agents.

SECTION 1. In case it shall become necessary for the protection of the passengers on any railroad car from the violent, abusive, profane, or indecent language or conduct of any passenger, the conductor of such train is hereby authorised and empowered to arrest summarily and without process such passenger, and remove him to the baggage car, or some safe and secure place on such train, until its arrival at some usual stopping place, when he may be put off the train, and put into the custody of some proper officer for prosecution; if necessary for this purpose, railroad conductors, while in charge of trains, are hereby invested with the powers of sheriffs and constables.

Railroad Laws.

SECTION 2. Any person who shall, while riding in the car, either of a freight or passenger or other train, on any railroad in this state, use or utter indecent, obscene or profane language, in the hearing of other passengers, or riotously or boisterously conduct himself to the annoyance of other passengers, or who shall obtain any money or property from any passenger or person in such car by means of any name or device, or attempt so to do, shall, on conviction thereof, be deemed guilty of a misdemeanor, and be punished by a fine not exceeding one hundred dollars, or imprisonment in the county jail for a period not exceeding ninety days, or both, in the discretion of the court. Railroad conductors are hereby invested with the powers of sheriffs and constables in regard to offenses under this section, occurring upon trains or cars in their charge, and are empowered to arrest summarily and without process and detain any person violating any of its provisions until the car or train shall arrive at some usual stopping place, where a sheriff, deputy, or under-sheriff of any county, or constable or marshal, or policeman of any city or village in this state may be, to whose custody he may deliver such offender with a written statement, specifying generally in what respect such person has misbehaved; or, if there be no such officer present to receive the offender, the conductor may deliver him to the ticket or freight agent at such stopping place, with such statement, who shall detain the offender in his custody, and may exercise the power of sheriffs and constables in regard to persons charged with crimes in doing so, until such officer may be obtained to take charge of the offender, to whom he shall be delivered, with such statement made by the conductor, and such officer shall take the person so offending into custody, and it shall be his duty to forthwith institute a complaint against such person for such offense before a justice of the peace in his county, and such justice shall have jurisdiction to try such offender and to impose the judgment authorized by this section.

ORGANIZATION AND POWERS OF RAILROAD CORPORATIONS.

SECTION 1820. Any number of persons, not less than five, may form a corporation for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons or property, or for the purpose of maintaining and operating any railroad already constructed, for the like public use, by making articles of organization, in which shall be stated:

1. The name of the corporation.
2. The places from and to which such railroad is to be constructed or maintained and operated, as the case may be.
3. The length of such railroad and the name of each county in this state through or into which it is made or intended to be made.
4. The amount of the capital stock of the corporation, the number of

Railroad Laws.

shares of which it shall consist, and if such stock shall consist of common and preferred stock, the number and amount of shares of each class.

5. The names and residences of the directors of the corporation, who shall manage its affairs for the first year, and until others are chosen in their places, and who shall not be not less than five nor more than thirteen in number; and each such person shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in such corporation. There shall be annexed to such articles an affidavit of at least three of the directors therein named, that the signatures thereto are genuine, and that it is intended in good faith to construct or maintain and operate the railroad therein mentioned; and thereupon said articles and affidavits shall be filed in the office of the secretary of state, who shall indorse thereon the date of their filing, and record the same. After such filing, a patent under the great seal, signed by the governor and secretary of state, shall be issued in substantially the following form:

To all to whom these presents shall come, greeting:

Whereas (naming the persons subscribing the articles of organization), have filed in the office of the secretary of state, certain articles of organization, with a view to forming a corporation, to be known as (here insert name), and with a capital of (here insert amount), for the purpose of constructing, maintaining and operating (or maintaining and operating) a railroad from — to —, and have complied with the provisions of the statutes in such case made and provided; therefore, the state of Wisconsin hereby grants unto the above named persons and their associates, successors and assigns, full authority by and under their said name of —, to exercise the powers and privileges of a corporation, for the purposes above stated, and in accordance with their said articles of organization, and the laws of this state.

In witness whereof, these presents have been attested with the great seal and signed and countersigned by the governor and secretary of state of the state of Wisconsin, at Madison, the — day of —, in the year one thousand, eight hundred and —.

— —, Governor.

— —, Secretary of State.

Upon the issue of such patent, the subscribers to such articles and all persons who shall thereafter become stockholders in such corporation, shall be a corporation by the name specified in such articles, and shall possess all the powers and privileges, and be subject to all the provisions of the law regulating railroad corporations and the provisions of this chapter applicable thereto.

Railroad Laws.

WHEN DIRECTORS TO OPEN BOOKS OF SUBSCRIPTION.

SECTION 1821. When such patent is issued, the directors may, in case the whole of the capital stock shall not have been before subscribed, open books of subscription to fill up the capital stock, at such places and after giving such notice as they may deem expedient, and may from time to time receive subscriptions until the capital stock is subscribed.

BOARD OF DIRECTORS, HOW ELECTED.

SECTION 1822. There shall be a board of not less than five nor more than thirteen directors, of every such corporation to manage its affairs, who shall be elected at such time, in such manner, and for such terms as shall be prescribed by its by-laws, and shall hold their offices until their respective successors shall be chosen. In the election of directors, each stockholder shall be entitled to one vote, either in person or by proxy, for every share of stock owned by him for thirty days next preceding such election. Vacancies shall be filled in the manner prescribed by the by-laws. Inspectors of the first election of directors shall be appointed by the board of directors named in the articles of organization, and thereafter as provided by the by-laws. No person shall be a director unless he shall be a stockholder, owning stock absolutely in his own name, or as trustee or personal representative, and qualified to vote at the election at which he shall be chosen; and at every election of directors the books and papers of such corporation shall be exhibited to the meeting if a majority of the stockholders present shall require it. If for any reason the election of directors shall not have been held at the time fixed therefor by law, the same may be held at any time thereafter, on a notice of twenty days. Such election may be called by a majority of the directors, or by the stockholders holding a majority of the stock; but at any meeting at which all the stockholders shall be present or be represented by attorney or proxy, it shall be lawful to waive notice, and proceed to an election of directors.

(Chapter 27, Laws of 1881).

CLASSIFICATION OF DIRECTORS OF CONSOLIDATED COMPANIES.

SECTION 1. Every railway corporation created or hereafter to be created by the consolidation of railway corporations organized and existing solely under the laws of this state, and in whose articles of consolidation the first board of directors is named, may, at any time, within one year after the date of filing a certified copy of said articles, and of the record of approval thereof, or of the consent of the requisite number of stockholders thereto, in the office of the secretary of state, as provided by law, by resolution adopted by vote of said board of directors, classify its directors into three classes, to be known as the first, second and third class, so that of the board, as the

Railroad Laws.

same exists at the date of such classification, the term of office of the directors in the first class shall expire at the annual meeting next ensuing after such classification, and those in the second class at the second ensuing annual meeting thereafter, and those of the third class at the third ensuing annual meeting thereafter, and at each annual meeting after such classification shall have been made as aforesaid, a number of the directors shall be elected by the the stockholders for three years equal to the number whose term of office shall then expire; all other vacancies to be filled in accordance with the by-laws.

SECTION 1823. The directors shall appoint one of their number president; they may also appoint a vice president, secretary, and treasurer, and such other officers and agents as shall be prescribed by the by-laws.

DIRECTORS MAY CALL IN CAPITAL STOCK AND ENFORCE PAYMENT.

SECTION 1824. The directors may require any amounts unpaid upon the capital stock to be paid in such manner and in such instalments as they may deem proper. If any stockholder shall neglect to pay any instalment as required by a resolution of the board, and the board shall have caused a notice in writing to be served on him personally, or by depositing the same in the post office, postage paid, properly directed to him at the post office nearest his usual place of residence, at least sixty days previous to the day on which such payment is required to be made, stating that he is required to make such payment at the time and place in such notice specified, and that if he fails so to do, his stock and all previous payments thereon will be forfeited for the use of the corporation; such board may declare such stock and previous payments forfeited, and they shall be forfeited accordingly, to the use of the corporation. Or such board may, in any case, enforce payment in the manner provided in section seventeen hundred and fifty four.

22 Wis., 194.

STOCK, PERSONAL ESTATE AND HOW TRANSFERABLE.

SECTION 1825. The stock of every such corporation shall be deemed personal estate, and shall be transferable in the manner prescribed in its by-laws, but no shares shall be transferable until all previous calls thereon shall have been fully paid in.

CAPITAL STOCK MAY BE INCREASED.

SECTION 1826. The capital stock of any such corporation may be increased to such amount as may by its stockholders be deemed necessary for the construction or operation of its road, by a vote of the owners of at least two-thirds of all its stock, in person or by proxy, at any annual meeting; or at any meeting called by its directors for that purpose by a notice in writing

Railroad Laws.

to each stockholder, to be served on him personally, or by depositing the same in the post office, postage paid, properly directed to him at the post office nearest his usual place of residence, at least twenty days prior to such meeting. Such notice shall state the time and place of such meeting, its object, and the amount to which it is proposed to increase such capital stock. No vote in favor of such increase shall take effect until the proceedings of such meeting, showing the names of all the stockholders voting therefor, and the amount of stock owned by each shall be entered upon the records of such corporation.

LIABILITY OF STOCKHOLDERS.

SECTION 1837. No person holding stock in any such corporation, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation, for any calls or instalments on any past paid stock thereof; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent, as the testator or intestate, ward or person interested would have been, if he had been living, or competent to act, and held the same stock in his own name.

CORPORATE POWERS.

SECTION 1838. Every corporation formed under this chapter shall, in addition to the powers conferred on corporations in chapter eighty-five, have power:

7 Wis., 365, 584; 10 Wis., 136, 195; 11 Wis., 306, 334, 353; 12 Wis., 174, 176, 340, 512, 649, 668; 13 Wis., 110; 14 Wis., 574, 609; 15 Wis., 424; 16 Wis., 136, 195, 640; 17 Wis., 13, 61, 114, 297, 497, 530; 18 Wis., 17, 155; 19 Wis., 118; 21 Wis., 44, 257, 435, 593; 22 Wis., 194; 23 Wis., 339; 24 Wis., 46, 551; 25 Wis., 46, 167; 28 Wis., 340, 171; 33 Wis., 471; 34 Wis., 533; 35 Wis., 257, 425, 679; 36 Wis., 253, 466; 37 Wis., 168, 177; 40 Wis., 157, 645, 653.

1. To cause such examination and surveys for its proposed railroad to be made, as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to responsibility for all damage which shall be done thereto.

2. To take and hold such voluntary grants of real estate and other property as may be made to it, to aid in the construction, maintenance and accommodation of its railroad: but the real estate received by voluntary grant shall be held and used for the purposes of such grant only.

3. To acquire under the provisions of this chapter, or by purchase, all such real estate and other property as may be necessary for the construction,

Railroad Laws.

maintenance and operation of its railroad, and the stations, depot grounds, and other accommodations reasonably necessary to accomplish the objects of its incorporation; to hold and use the same, to lease or otherwise dispose of any part or parcel thereof, or to sell the same when not required for railroad uses only, and no longer necessary to its use.

4. To lay out its road not exceeding one hundred feet in width, and to construct the same; and for the purposes of cuttings and embankments, and of obtaining gravel or other material, to take as much land as may be necessary for the proper construction, operation and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor as provided in this chapter for lands taken for the use of the corporation.

52 Wis., 537.

5. Subject to the provisions of section eighteen hundred and thirty-six to construct its railroad across, along, or upon any stream of water, water course, street, highway, plankroad, turnpike or canal, which its route shall intersect or touch; to carry any highway, street, turnpike or plankroad which it shall touch, intersect or cross, over or under its track, as may be most expedient for the public good; to change the course and direction of any highway, street, turnpike or plankroad, when made necessary or desirable to secure more easy ascent or descent by reason of any embankment or cut made in the construction of the railroad, and take land necessary therefor, provided such highway or road be not so changed from its original course more than six rods, nor its distance thereby lengthened more than five rods.

6. To cross, intersect, join and unite its railroad with any railroad heretofore or hereafter constructed, at any point on its route, and upon the grounds of such railroad corporation, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connections. And every corporation whose railroad is or shall be hereafter intersected by any new railroad shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained by commissioners, to be appointed by the court, as is provided in this chapter in respect to acquiring title to real estate. But no corporation which shall have obtained the right of way and constructed its road at the point of intersection before the application for the appointment of commissioners may be made, shall be required to alter the grade or change the location of its road, or be required to bear any part of the expense of making and maintaining such crossing or of such proceeding

52 Wis, 414.

Railroad Laws.

7. To take and convey persons or property over their railroad by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor, and to do all the business incident to railroad corporations.

8. To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business, subject to the statutes in relation thereto.

9. To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor.

11 Wis., 207; 12 Wis., 649; 13 Wis., 110; 15 Wis., 424; 17 Wis., 114; 4 Wis., 653.

10. To borrow, from time to time, such sums of money at such rates of interest, and upon such terms, as the corporation or board of directors shall agree upon and authorize as necessary or expedient, and to execute trust deeds or mortgages, or both, as occasion may require, on any railroads or parts thereof, constructed or in process of construction, for amounts borrowed or owing by the corporation, and therein to make provision, granting transferring or mortgaging their railroad track, right of way, depot grounds, rights, privileges, franchises, immunities, exemptions, machine houses, rolling stock, furniture, tools, implements, appendages and appurtenances, used in connection with such railroads in any manner whatever then belonging to the corporation, or which may thereafter belong to it, as security for any bonds or evidences of debt therein mentioned, in such manner as the corporation or directors shall think proper; and such instruments shall fully convey the same, or so much thereof as shall be therein described. In case of sale by virtue of any such trust deed, or upon foreclosure of any such mortgage, the persons acquiring title under such sale, and their associates, successors and assigns or such corporation as they shall organize, according to section eighteen hundred and twenty with all the powers conferred upon re-organized corporations by section seventeen hundred and eighty-eight, shall thereafter have, exercise and enjoy all such described grants, which were purchased at such sale, including all rights, privileges, grants, franchises, immunities and advantages mentioned in such instruments, which were possessed by such corporation making the same, or contracting such debt, so far as the same relate or appertain to that portion or line of road, granted or mortgaged and purchased at such sale, and no further, as fully and absolutely in all respects, as such corporation, its shareholders, officers and agents might have done if such sale had not taken place. And whenever the persons so acquiring title under any such sale shall own or represent a majority in amount of the bonds or other evidences of debt secured by any such trust deed or mortgage, and shall also include the persons who owned at the time of the sale a majority in amount of the capital stock of

Railroad Laws.

such mortgage corporation, such purchases, and such corporation as they shall organize as aforesaid, shall also have, possess and enjoy any special exemption, privilege or immunity previously granted by law to such former corporation relating to any of the property so acquired, to the same extent as if such latter corporation had been named in such law as the grantee thereof.

17 Wis., 497; 18 Wis., 17, 155; 25 Wis., 46.

(Ch. 286, Laws of 1882.)

MAY INSURE CERTAIN PROPERTY.

Every railway corporation shall have an insurable interest in all the property upon its route for which it may be liable in damages for fires that are set out or caused by operating its said railway, and may procure insurance thereon in its own behalf.

FURTHER PROVISIONS COMMON TO ALL RAILROAD CORPORATIONS.

EXISTING CORPORATIONS TO HAVE POWERS CONFERRED, AND BE SUBJECT TO RESTRICTIONS OF THIS CHAPTER.

SECTION 1829. All existing or future railroad corporations within this state, including such as were originally organized under chapter seventy-three of the revised statutes of eighteen hundred and fifty-eight, shall respectively have and possess all the powers and privileges, and be subject to all the duties, liabilities and restrictions prescribed by this chapter, and shall also have all peculiar rights and privileges granted to them respectively by their charters or any special law not inconsistent with these statutes.

52 Wis., 537.

RAILROADS MAY EXERCISE POWERS IN OTHER STATES.

SECTION 1830. Any railroad corporation heretofore or hereafter organized pursuant to any law of this state may exercise all its rights, franchises and privileges in any other state or territory of the United States, under and subject to the laws of the state or territory where it may exercise or attempt to exercise the same, and may accept from any other state or territory, and use, any additional or other powers and privileges applicable to the carrying of persons and property by railway or steamboat in said state or territory, or otherwise applicable to the doings of said corporation in said state or territory.

MAY BUILD BRANCHES AND EXTENSIONS.

SECTION 1831. Any railroad corporation may, under the provisions of this chapter, extend its road from any point named in its charter or articles of organization, or may build branch roads, either from any point on its line

Railroad Laws.

of road, or from any point on the line of any other road connecting or to be connected with its road, the use of which other road between such points and the connection with its own road, such corporation shall have secured by lease or agreement for a term of not less than ten years from its date. Before making such extension or building any such branch road, such corporation shall, by resolution of its directors, to be entered in the record of its proceedings, designate the route of such proposed extension or branch in the manner provided in section eighteen hundred and twenty and file a copy of such record, certified by the president and secretary, in the office of the secretary of state, and cause the same to be recorded, as provided in section eighteen hundred and twenty. Thereupon such corporation shall have all the rights and privileges to make such extension or build such branch, and receive aid thereto which it would have had, if it had been authorized in its charter or articles of organization. But this section shall not be construed to authorize any railroad corporations to consolidate with each other.

DIRECTORS MAY ALTER ROUTE.

SECTION 1832. The board of directors of every railroad corporation may, by a vote of two-thirds of the whole number, at any time alter the route, or any part of the route of their road, or any extension or branch thereof, or any part of their road or any extension or branch as constructed, if it shall appear to them that the line can be improved thereby; but no railroad shall be so diverted from any county, town, city or village which in its corporate capacity shall have extended aid to such road, either while in the hands of the then present owner, or any former person or corporation; and no such alteration shall be made in any city or village after the road shall have been constructed therein unless the same shall have been sanctioned by a vote of two-thirds of the council of such city, or of the trustees of such village. Before making any such alteration, the board of directors shall designate the route thereof by resolution, to be entered in its records, filed and recorded in the office of the secretary of state, as provided in the preceding section. Thereupon it shall have the same rights and privileges to build such road as altered, as if it were the original line.

34 Wis., 197; 36 Wis., 466.

MAY CONSOLIDATE ITS STOCK WITH OTHER COMPANIES.

(As amended by Ch. 268, Laws of 1882.)

SECTION 1833. Any railroad corporation may consolidate its stock, franchises and property with any other railroad corporation, whether within or without the state, when their respective railroads can be lawfully connected and operated together to constitute one continuous main line, with or without branches, upon such terms as may be agreed upon, and become one cor-

Railroad Laws.

poration, by any name selected, which, within this state, shall possess all the powers, franchises and immunities including the right of further consolidation with other corporations, under this section, and be subject to all the liabilities and restrictions of this chapter, and such in addition, including land grants and exemptions of land from taxation, as such corporations peculiarly possessed, or were subject to at the time of consolidation or amalgamation, by the laws then in force applicable to either of them. Articles stating the terms of consolidation shall be approved by each corporation by a vote of the stockholders owning a majority of the stock in person or by proxy, at either a regular annual meeting thereof, or a special meeting called for that purpose, in the manner prescribed in section eighteen hundred and twenty-six, or by the consent in writing of such stockholders annexed to such articles; and a copy thereof, with a copy of the records of such approval or such consent, and accompanied by lists of their stockholders and the number of shares held by each, duly certified by the respective presidents and secretaries, with the respective corporate seals affixed, of such corporations, shall be filed for record in the office of the secretary of state before any such consolidation shall have any validity or effect. Any railroad corporation, organized and existing under the laws of this state, may lease or purchase the railroad franchises immunities and all other property and appurtenances, and the stock or bonds thereof, of any other railroad corporation or any portion thereof, within or without the state, when their respective railroads can be lawfully connected and operated together to constitute one continuous main line, or when the road so purchased will constitute branches or feeders of the road maintained and operated by such purchasing corporation; and any railroad corporation organized under the laws of this state may purchase and hold the stock or bonds of any railroad company to which it has furnished the money for the construction of its railway, or may purchase for the money so furnished, or for such other consideration as may be agreed upon between the companies, and take a conveyance of the whole or any portion of the franchises of said corporation, and of the railway, property and appurtenances thereof, and all acts, purchases and conveyances heretofore made by any railway company of this state, which are authorized by this act, are hereby legalized, ratified and confirmed. But no railroad corporation shall consolidate with, or lease or purchase, or in any way become owner of or control any other railroad corporation, or any stock, franchises, rights or property thereof, which owns and controls a parallel and competing line, to be determined by a jury.

RAILROADS IN THIS STATE MAY OPERATE ROADS IN CONNECTION WITH
RAILROADS ON EACH SHORE OF LAKE MICHIGAN.

SECTION 1834. Any railroad corporation in this state may make such contracts with the owner or operator of any constructed railroad terminating

Railroad Laws.

on the eastern shore of Lake Michigan, within the state of Michigan, as **will** enable the operation of their respective roads in connection with each other, in such manner as they shall deem most beneficial to their interests; **and** they may build, construct and run as a part of their corporate property, **such** or so many steamboats and vessels as they deem expedient to facilitate their mutual business operations.

MAY CHANGE CORPORATE NAME.

SECTION 1835. Any railroad corporation may change its corporate name and adopt any other, by resolution adopted by the stockholders owning a majority of all the stock thereof, at either a regular annual meeting, or a special meeting called for that purpose, in the manner prescribed in section 1826. Such change shall not take effect until a copy of such resolution, and of the record of its adoption, certified by the secretary, under his hand and the corporate seal, shall be filed with the secretary of state. A like certified copy of such resolution shall be published for three successive weeks there after, in the official state paper, by the secretary of the corporation. Every proceeding, act, liability or thing done, undertaken or incurred by or on behalf of the corporation, under its former name, shall be and continue of the same validity and obligation under such new name, as if the name had remained unchanged.

SHALL RESTORE STREAMS, ETC. LANDS MAY BE TAKEN TO CHANGE HIGHWAY.

SECTION 1836. Every corporation constructing, owning or using a railroad, shall restore every stream of water, water-course, street, highway, plank road, turnpike or canal across, along or upon which such railroad may be constructed, to its former state, or to such condition as that its usefulness shall not be materially impaired, and thereafter maintain the same in such condition against any effects in any manner produced by such railroad. When any lands shall be required in order to change any highway, street, turnpike or plank road, the same may be condemned, taken and compensation made in the manner provided in this chapter, and when so taken, shall become part of such highway, street, turnpike or plank road to the same extent as, and by the same tenure by which the adjacent parts thereof are held.

28 Wis., 171; 42 Wis., 538; 52 Wis., 526.

CLEAR PASSAGES OVER HIGHWAYS TO BE MADE.

SECTION 1837. When it shall be necessary, in the construction of a railroad, to erect a bridge or arched culvert over any highway, street, turnpike or plank road, it shall be sufficient to construct the same so as to give a clear passageway of twenty feet, or two passageways of fourteen feet each.

Railroad Laws.

bridges now or hereafter constructed across the Fox or Wisconsin rivers shall be constructed or modified, and such reasonable alterations therein made from time to time, as may be required, and according to plans approved by the secretary of war of the United States, or such engineer as he shall designate, by any railroad corporation owning or using the same.

ROLLING STOCK AND FUEL TO BE FIXTURES.

SECTION 1838. All rolling stock of any railroad corporation used and employed in connection with its railroad, and all fuel necessary to the operation of the same, are declared, and shall be held to be fixtures; and all such property and all additional rights of way, depot grounds, and other real property, acquired subsequently to the execution of any trust deed or mortgage, which shall have been described or provided for therein, shall be subject to the lien thereof to the same extent as the property therein described which the corporation owned at the time of its execution.

CONVEYANCES OF, HOW EXECUTED AND RECORDED.

SECTION 1839. Every conveyance or lease, deed of trust, mortgage or satisfaction thereof, made by any railroad corporation, of any franchises, real estate, fixtures or other real property, in pursuance of law, shall be executed and acknowledged in the manner in which conveyances of real estate by corporations are required to be by these statutes, to entitle the same to be recorded, and shall be recorded in the office of the secretary of state, who shall endorse thereon his certificate thereof, specifying the day, hour and minute of its reception, and the volume and page where recorded, which shall be evidence of such facts. Every such record of any such instrument shall from the time of reception have the same effect as to any property in this state described therein as the record of any similar instrument in the office of a register of deeds may have by law, as to property in his county, and shall be notice of the rights and interest of the grantee, lessee or mortgagee, by such instrument, to the same extent as if it were recorded in each and all of the several counties in which any property described therein may be situated.

SINKING FUND, HOW PROVIDED FOR.

SECTION 1840. The board of directors of any railroad corporation may, annually or oftener, as deemed expedient, set apart and appropriate a sum of money not exceeding fifty per cent. of its net earnings, as resources for any one year, after paying the current expenses of their road, and the interest on its outstanding indebtedness, in order to sink, redeem, pay off, cancel or discharge the indebtedness of such corporation; and the said sums so set apart shall be annually applied to the payment and discharge of such debts of such corporation as shall be due, and to the purchase and redemption of the out-

Railroad Laws.

standing evidences of indebtedness of such corporation, as the board of directors thereof shall deem most for the interest of such corporation, and for no other purpose.

NOT TO MAKE DEFENSE OF USURY.

SECTION 1841. No railroad corporation shall be allowed to make the defense of usury against the holder of any bond or other obligation for the payment of money issued by such corporation.

MAY CLASSIFY DIRECTORS.

SECTION 1842. Any railroad corporation may, by a vote of a majority in amount of the shareholders present or represented at any annual meeting, classify its directors into three classes, each of which shall be composed, as nearly as may be, of one-third of the directors; the term of office of the first class to expire in one year, of the second in two years, and of the third in three years. At each annual election thereafter, a number of directors shall be elected for three years, equal to the number whose term of office shall then expire; all other vacancies to be filled in accordance with the by-laws.

TO MAKE ANNUAL REPORT.

SECTION 1843. Every railroad corporation shall make an annual report to to the stockholders of its operations during the year ending on the first day of December, which report shall be verified by the affidavit of the secretary, treasurer and superintendent of the corporation, and shall state:

1. The length of road in operation; the length of single track; the length of double track; the weight of the rail per yard.
2. The capital stock actually subscribed, and the amount paid thereon.
3. The whole cost of the road, showing the amount expended for the right of way, for bridging, grading, iron and buildings, respectively, and for all other purposes incidental to the construction of such road.
4. The amount and nature of its indebtedness, distinguishing the first second and third mortgage bonds, and the unsecured indebtedness, and the amount due the corporation.
5. The number of through and way passengers, and the rate of fare.
6. The amount received for the transportation of passengers, property and mails, for interest, and from all other sources respectively.
7. The amount of freight, specifying the quantity in tons or other usual mode of measurement.
8. The amount paid for repairs of the road, buildings, engines and cars, respectfully: for fuel; taxes and interest, specifying the indebtedness on which the same is paid; for wages of employes; for salary paid to each officer where it exceeds one thousand dollars per annum, and for any other purpose

Railroad Laws.

incidental to the business of transportation, so as to give a complete statement of the entire annual expense of the corporation.

9. The amount of loss to the corporation from casualty.

10. The number and amount of dividends and when made, and in what manner such dividends have been paid.

11. The amount appropriated to sinking fund, and the manner in which the same has been applied, and the total amount then held by such sinking fund.

12. The number of persons killed or injured, the causes thereof, and whether passengers or persons employed by the corporation.

13. Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of said corporation. The secretary of each railroad corporation shall mail to every stockholder thereof, whose post office address is known, a copy of its annual report, and shall file a certified copy thereof with the railroad commissioner, on or before the first day of February.

SECRETARY AND OTHER OFFICERS TO KEEP BOOKS OPEN TO INSPECTION.

SECTION 1844. The secretary or other officer or agent of every railroad corporation, who, by the charter or by-laws of such corporation, is made the custodian of the books, records and papers or other property thereof, shall keep the same in his possession, and at all times during business hours have the same ready to be exhibited to any officer, director, or any committee appointed by the stockholders, representing one-tenth of all the subscribed stock of such corporation, on request, and furnish them, or either of them, transcripts from the records of proceedings of the board of directors of such corporation, under his official hand and seal, on the payment to him of the same fee as that required by law to be paid to the register of deeds for transcripts of the records of his office. And the secretary shall, on resigning his office, or otherwise vacating the same, make over all such books, records, papers, and all other property of the corporation, which are in his possession, to his successor in office, and where no successor has been elected or appointed, to the board of directors, if any, or to the person or persons appointed by the majority of the stockholders of such corporation; and such secretary, on being duly subpoenaed to appear as a witness in any cause or trial in any court of justice in this state, shall attend and produce such books and records of the corporation as may be demanded in such subpoena, to be used in such trial.

Railroad Laws.

ACQUIRING LAND BY RIGHT OF EMINENT DOMAIN.

HOW MAY ACQUIRE REAL ESTATE.

SECTION 1845. Any railroad corporation may acquire any real estate which it shall be authorized to take for the purposes of its organization in the manner hereinafter prescribed; and every provision for that purpose heretofore made in any special law or act of incorporation or amendment thereto, is repealed.

3 Pin., 334; 4 Wis., 268; 6 Wis., 605, 636; 12 Wis., 16, 213; 14 id., 443, 609; 15 id., 233; 19 id., 137; 20 id., 135; 21 id., 77, 435; 26 id., 624; 27 id., 194; 30 id., 105; 34 id., 173; 40 id., 157; 52 Wis., 537.

PETITION TO BE FILED AND PROCEEDINGS THEREON.

SECTION 1846. For the purpose of acquiring such title such corporation may file a petition praying for the appointment of commissioners of appraisal by the circuit court or the judge thereof of the county in which the real estate described in the petition is situate, which petition must be signed and verified by the attorney or some authorized officer of the corporation. If such real estate is desired for station or building grounds or yards, and not for a part of its main track, such petition shall state that the corporation is duly incorporated; a description of the real estate sought to be acquired; that the same is required for the purpose of operating such road, and that it is the intention of the corporation, in good faith, to use it therefor; the names of the owners and parties interested therein, and such other facts touching the same as shall be deemed fit. If such real estate is desired for the main line of the railroad, or in part for the main line and in part for station or building grounds, yards or other purposes, such petition shall state that such corporation is duly incorporated; that it is its intention, in good faith, to construct the road authorized by its charter; that it has surveyed its route over the lands sought to be acquired for its main line, and has actually staked out the center line of its proposed road over the grounds desired for such main line, and shall contain a description of the lands across which said line shall have been so staked out by the subdivisions of the government survey; and in case a greater width than one hundred feet shall be desired to be taken across any track, it shall specify the width desired across said track, and the reasons therefor, and shall contain a description of the land sought to be acquired for depot, station or building grounds, and the other purposes of such corporation; that the route of said road has been located by its board of directors upon the line so staked out, and that the real estate, so described, is required for the purpose of constructing and operating the proposed railroad; the names of the parties who own and occupy said real estate, as near as may be, and if any of such persons are infants, their ages.

Railroad Laws.

as nearly as may be, and if any are persons of unsound mind or unknown, these facts shall be stated, with such other facts as shall be deemed fit; said corporation shall annex to said petition a map, showing the route of its said road, and the lands desired to be taken for right of way, and for depots, stations, building grounds and other grounds, and shall file the same in the office of the clerk of the circuit court of the county in which such real estate is situated. The filing of such petition shall be the commencement of a suit in said court. Upon the filing of such petition, the said court or judge thereof shall make an order, prescribing the notice to be given of the time and place of hearing said petition, which notice shall state the filing of such petition, the object thereof, and shall refer by general description to the lands described in the petition, and shall be addressed to the parties named in said petition, and to all persons interested in said lands, and may be served personally, or at the last and usual abode of such owners and parties interested, not less than five days before such hearing, or by publication in some newspaper, to be designated by said court or judge, not less than ten days before the date fixed for the hearing of such petition.

CAUSE MAY BE SHOWN AGAINST PETITION — APPOINTMENT OF COMMISSIONERS.

SECTION 1847. On presenting such petition to the court or judge, with proof of publication of notice, any person whose estates or interests are to be affected by the proceedings, may show cause against granting the prayer of the petition. If it shall appear from said petition that any of such persons are infants, idiots, or persons of unsound mind, the court or judge may, upon notice to the guardian, if they have any, and if not, without further notice, appoint a guardian *ad litem* to act for said minor, idiot, or person of unsound mind in said proceeding, and require him to give proper security. The court or judge shall hear the parties interested, and may adjourn from time to time as shall be convenient; and shall determine whether the railroad corporation is entitled to take the whole or any part of the land sought to be acquired, and if no sufficient cause is shown against granting the prayer of the petition, shall make an order appointing three disinterested and competent freeholders, who reside in the county or some adjoining county, where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate determined necessary to be taken in such county for the purposes of the corporation, and fix therein the time and place for the first meeting of the commissioners; and may limit the time within which they shall hold their appointment, which shall not in any case exceed one year.

Railroad Laws.

OATH AND DUTIES OF COMMISSIONERS

SECTION 1848. The commissioners shall, before entering on the discharge of their duties, take and subscribe an oath that they will support the constitution of the United States and the constitution of the state of Wisconsin, and faithfully discharge their duties as such commissioners to the best of their ability. Whenever requested in writing by or on behalf of the corporation, or any person interested in any tract of land described in the petition, but not otherwise, they shall proceed to perform their duties in respect to the land mentioned in such request; and a majority of them may adjourn the proceedings before them in respect to any particular tract of land, from time to time, in their discretion, but not more than twice nor more than sixty days in all as to any one such case. Upon such request they shall cause notice to be given to each party interested of the time when and place where they will meet to consider the amount of compensation to which the land owner is entitled, which notice shall be personally served on such party or his authorized agent or attorney, or guardian *ad litem*, or by leaving the same at his residence or place of business with a person of suitable age and discretion, at least six days before the time of such meeting; and to the attorney or proper agent of the railroad corporation, when requested to act by any other party. If such party is a non-resident of this state, or his residence is unknown, and he has no authorized agent or attorney in this state, known to such commissioners, such notice shall be published in a newspaper as aforesaid for such length of time as the court or judge appointing said commissioners shall direct. The commissioners shall file proof of serving such notices, or of the appearance or such parties before them, either personally or by attorney, with their report. But it shall not be necessary to serve or publish notice of any subsequent meeting held pursuant to the adjournment. The commissioners shall view such of the premises described in the petition as are described in such written request, and hear the allegations of the parties, and shall appraise, ascertain and determine the value of each such tract or parcel of land proposed to be taken, with the improvements thereon, and of each separate estate therein, and the damages sustained by the owner by reason of the taking thereof, and fix the amount of compensation to be made to each of such owners therefor; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction from the value of the real estate taken on account of any real or supposed benefits which the parties in interest may derive from the construction of the proposed railroad, or the construction of the proposed improvement connected with such road, for which such real estate may be taken; but special benefits to the real estate adjoining the lands so taken shall be allowed in deduction of any damages sustained by the owner to such adjoining real estate. A majority of the commissioners, all being present, shall be competent to de-

Railroad Laws.

termine all matters before them. The commissioners shall, within twenty days after last viewing any of the lands so taken, make and file in the office of the clerk of the circuit court of such county a report of their proceedings concerning such lands, making separate reports in relation to the lands of each distinct owner, setting forth the award made for each tract or parcel thereof or separate estate therein to the owner or owners thereof. The commissioners shall be entitled to such compensation as the court may direct, which shall be paid by the railroad corporation.

3 Pin., 334; 4 Wis., 268; 6 Wis., 636; 19 Wis., 137; 25 Wis., 60, 641; 27 Wis., 93, 98, 108, 478; 33 Wis., 629; 41 Wis., 474; 42 Wis., 538; 54 Wis., 136.

APPEALS.

SECTION 1849. Within thirty days after the filing of the report of the commissioners in the office of the clerk of such circuit court, any party may appeal to such circuit court from any award made by the commissioners, by filing in the office of said clerk a written notice of appeal. Upon his receiving such notice, the appeal shall be considered an action pending in court, subject to a change of the place of trial and appeal to the supreme court, as other actions, and shall be entered by the clerk upon the records of the court, by setting down the owner or owners of the land for which such award was made, and who are parties to the appeal as plaintiffs, and the railroad corporation as defendant. Such appeal shall be tried by jury, unless a trial by jury is waived by both parties; costs shall be allowed to the successful party on such appeal, and, if in favor of the plaintiff, be added to the amount of the verdict; if in favor of the defendant, be deducted therefrom; and judgment shall be rendered thereon, according to the rights of the parties.

14 Wis., 370; 16 Wis., 635; 18 Wis., 208; 29 Wis., 341; 33 Wis., 232, 413.

REPORT OF COMMISSIONERS TO BE RECORDED, AND EFFECT THEREOF.

SECTION 1850. The report of the commissioners shall be recorded by the clerk, in whose office the same is filed in the judgment book of such court, and at any time after the making of such award, the railroad corporation may pay to the owners of the lands so taken, or to the clerk of said court for the use of such owners, the amounts awarded by the commissioners, and thereupon may enter upon, take and use the land for the purposes for which it was condemned, and may move said court or judge, upon twenty-four hours' notice, that a writ of assistance may be issued to put such corporation into possession of the same; and said court or judge shall, upon the corporation giving security in such additional amount as the court or judge shall require, to pay any judgment which shall be recovered against it, on appeal, award such writ. If such corporation be in possession, or be put in possession,

Railroad Laws.

sion, of such land pending an appeal, the owners or parties entitled there shall be entitled to receive the money paid into court on account of the award appealed from, without prejudice to the appeal taken; but if the corporation shall have appealed, such money shall only be so withdrawn upon filing a bond in such sum and with such surety as shall be approved by the court or judge, to repay the amount by which such award shall be abated such appeal with costs. If such corporation shall omit for the space of six days to pay the amount so awarded into court, or to pay into court the amount of any final judgment, which shall be rendered upon any appeal from such award, the party interested in such award or judgment may have execution upon said judgment without motion, or for the amount of such award upon motion. If any defect of title to or incumbrance upon any parcel of the premises shall be suggested in said petition, or if any party to said proceeding, or any person not a party, shall petition the said court, setting up claim adverse to the title set out in said petition, to said premises, and to the money or any part of it to be paid as compensation for the property so taken, the court shall hear and determine the rights of the parties to said money, and for that purpose may order a reference or an issue to be tried by a jury. Either party may except to the decisions of the court, and appeal to the supreme court, in like manner as in actions. Either court may award costs to the prevailing party and render judgment therefor against the other party.

USE, WHEN TO VEST.

SECTION 1851. When no appeal shall be taken from any award within the time provided; by law, and the corporation shall have paid the amount thereof into the court, or filed a receipt therefor, duly signed by the owner and acknowledged before an officer authorized to take the acknowledgments of deeds, in the office of the clerk of the court, or when, after the determination of such an appeal, the railroad corporation shall have paid into court the amount of the judgment rendered thereon, or filed a receipt therefor as aforesaid, the clerk of said court shall make a minute of such payment, or of the filing of such receipt, at the foot of the record of the report of such commissioners, in the judgment book of said court; and thereupon the exclusive use of said premises, and every part and parcel thereof, shall vest in such corporation, its successors and assigns, so long as used for railroad purposes, without any other or further act, deed or conveyance; and said record, or a certified copy thereof, shall be *prima facie* evidence of such title, in all courts and places.

4 Wis., 268; 6 Wis., 514; 9 Wis., 450; 12 Wis., 16; 25 Wis., 641; 30 Wis., 105.

PROCEEDINGS TO PERFECT DEFECTIVE TITLE.

SECTION 1852. In any case, when a railroad corporation shall not have acquired title to the lands upon which they shall have constructed their

Railroad Laws.

road-bed or track, or any part thereof, or if at any time after an attempt to acquire title by purchase, eminent domain or otherwise, it shall be found that the title thereby acquired is defective, the corporation may proceed to acquire or perfect such title in the manner hereinbefore provided; and at any stage of such proceeding, the court in which the same shall be pending, or the judge thereof, may authorize such corporation, if in possession, to continue in possession, and if not in possession, to take possession and use such lands during the pendency of such proceedings, and may stay all actions or proceedings against such corporation on account thereof, on its paying into court a sufficient sum, or giving such security as such court or judge may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such lands may institute and conduct the proceedings to a conclusion, if the corporation delays or omits to prosecute the same at its cost and expense; but no injunction to restrain the completion or operation of the road shall be granted, until such compensation has been fixed and determined; and in case such corporation, or the person or corporation through or under which they claim title, shall have paid to the owner of such lands or to any former owner thereof, or to any other person having any valid mortgage or other lien thereon, any sum of money on account of such lands, such sum, with interest thereon from the date of such payment, at the rate of seven per centum per annum, shall be deducted from the award made by said commissioners to such owner or other person. In case there shall be a disagreement between such corporation and the owner of such land, in relation to the payment of any sum as aforesaid, or the amount or date of any payment that may have been made, the court or judge thereof shall, at the request of either party, award an issue which shall be tried in the same manner as issues of fact in said court, and an appeal from the decision or judgment thereon may be taken to the supreme court in the same manner as upon the trial of issues of fact.

22 Wis., 581; 37 Wis., 469; 41 Wis., 474.

PROCEEDINGS TO PERFECT TITLE IN CASES OF MORTGAGES, ETC.

SECTION 1853. Whenever any railroad corporation shall have acquired title to any real estate, subject to any mortgage or other lien, and proceedings shall have been afterwards commenced by the holder of any such mortgage or lien to enforce the same, the court in which such proceedings shall be pending, shall have authority on notice to the parties interested, to appoint three commissioners to appraise the value of said real estate, who shall proceed in the manner prescribed herein, to appraise the value of said real estate, at the time the railroad corporation acquired title, without improvements made by the railroad corporation or its predecessor and shall make returns of their proceeding to said court; and said appraisal with interest

Railroad Laws.

when confirmed by said court, shall stand as the maximum amount of the incumbrances chargeable to the real estate so taken, and judgment shall be rendered according to equity, for an amount not exceeding such appraisal, with interest, against said corporation, and may be enforced as in other cases, and on the payment thereof, such corporation shall hold said land free and discharged from said mortgage or lien. An appeal may be taken from the award of such commissioners by the plaintiff and tried and determined in all respects as provided in section eighteen hundred and forty-nine, and the action to enforce such mortgage or lien shall, in the meantime, be stayed.

HOW LANDS OF OTHER RAILROAD CORPORATIONS MAY BE ACQUIRED.

SECTION 1854. When any railroad corporation shall require any lands, which any other railroad corporation shall have previously acquired in any manner, such lands may be acquired in the same manner as the lands of others; but the commissioners and not the court primarily shall, in such cases determine the question of the necessity of taking such land, or any part thereof sought to be so taken, as well as the compensation therefor; and upon an appeal from their award, all such questions may also be tried; and in no case shall any such land be taken in such manner as to interfere with the main track of the railroad first established, except for crossing as hereinafter provided.

COURT MAY AMEND DEFECTS, INFORMALITIES, ETC.

SECTION 1855. The court shall have power at any time to amend any defect or informality in any of the special proceedings authorized by this chapter, as may be necessary, or to cause new parties to be added, and to direct such further notices to be given to any party in interest, as it deems proper, and also to appoint other commissioners in place of any who shall die, refuse, or neglect to serve, or be incapable of serving.

HOW TITLE IN TRUSTEE ACQUIRED.

SECTION 1856. In case any title or interest in real estate, lawfully required by any railroad corporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the circuit court shall have power, by a summary proceeding on petition, to authorize and empower such trustee, or the general guardian of such infant, idiot or person of unsound mind, to sell and convey the same to such corporation for the purposes of its incorporation on such terms as may be just, and in case any such infant, idiot or person of unsound mind has no general guardian, the said court may appoint a special guardian for the purpose of making such sale, release or conveyance, and may require security from such trustee, general or special guardian as said court may deem

Railroad Laws.

proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed shall be reported to the court on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land, having legal power to sell and convey the same.

●
MAY TAKE RIGHT OF WAY THROUGH PUBLIC LANDS.

SECTION 1857. Every railroad corporation shall have the right to take, hold and use, for the purpose of a railroad, a strip of land one hundred feet wide through each and every tract of the public lands, owned or held by the state, across which its road has been or shall be located or constructed; but such corporation shall, so soon as the route of its road shall be definitely fixed, deposit in the office of the commissioners of public lands, a plat exhibiting all such lands, and the location of such route through the same, and shall have no such right to take or use any such lands so sold prior to so depositing such plat. The commissioners of public lands may also grant to any such corporation any lands owned by the state which may be required for the purposes of their road in excess of the aforesaid one hundred feet, upon such terms, and for such compensation as they may fix. Every certificate or patent for any such lands shall contain an express reservation to the use of such corporation of all such lands as by this section it shall be entitled to take, hold or use.

(As amended by Chapter 266, Laws of 1882.)

RAILROADS MAY SELL, ETC., LANDS GRANTED.

SECTION 1858. Any railroad corporation upon which any lands granted to this state shall have been conferred to aid in the construction of any railroad, may sell, assign and transfer the lands so conferred upon it, or any portion thereof, to any other railroad corporation, which shall by law have the right to construct a railroad along and upon the line, or any portion of the line upon which such lands are applicable under the grant of this state, upon such terms and conditions as it shall fix; provided, that the corporation receiving such lands shall be bound to construct the part of the line of railroad, to aid in the construction of which the lands were granted to this state, to which the assigned lands are applicable, according to the terms of the grant by congress; and to comply fully with all conditions and requirements contained in the act in and by which the state conferred said lands upon said corporation. The terms and conditions of every such transfer shall be embodied in an agreement in writing, which shall be recorded in the office of the secretary of state; and provided further, that no such trans-

Railroad Laws.

fer or assignment shall be of any force or effect until two-thirds of the full-paid stockholders of the corporation making the same shall have assented in writing thereto and until such assent shall have been filed with the secretary of state. Whenever any grant of lands shall have been or shall hereafter be made to any corporation to aid in the construction of a railroad upon condition that such road or any portion thereof shall be completed within the period of time or times fixed or limited by the act or acts making such grant or grants, or by any act or acts amendatory thereof, and such corporation shall have failed or shall hereafter fail to complete such railroad, or any part or portions thereof, within the time or times fixed or limited by such act or acts, it shall be the duty of the attorney general of the state to immediately institute if the legislature shall not have revoked said grant, proceedings against such corporation in the supreme court of the state to ascertain judicially the facts in the premises, and if it shall appear that such corporation has failed to complete its railway, or any portion thereof, within the time limited by said act or acts, or has otherwise committed a breach of the condition or conditions upon which said grant was conferred upon it, or of the requirements of said act, judgment shall be entered in behalf of the state, forfeiting, vacating and setting aside such grant or grants, and annulling all rights and interests of such corporation in and to all lands granted to it and not fully earned, and restoring such lands to the state, and such corporation shall thereafter be barred and foreclosed of all rights and interests in or to the lands so adjudged to be forfeited and restored to the state, and of all rights to, in any manner, thereafter acquire the same.

RAILROADS MAY MORTGAGE LANDS GRANTED.

SECTION 1859. Any railroad corporation upon which any lands shall have been conferred to aid in the construction of any railroad, or to which any such lands shall have been sold, assigned or transferred, may, to raise money to construct such road, mortgage or convey by any mortgage or deed of trust, in addition to such property as is hereinbefore provided for, any and all such lands so conferred upon it, and thereby pledge the entire avails of such lands, when acquired by such corporation and sold; provided that no bonds or other evidences of debt so secured, shall be made payable at a longer time than twenty years from the date thereof, and that all such lands remaining unsold at the expiration of such twenty years shall thence forward remain subject to purchase by actual settlers, at a price not exceeding six dollars per acre; and that this section shall not be taken to exempt any lands from any taxation whatever.

NO RAILROAD OR BRIDGE TO BE CONSTRUCTED ACROSS BAY OF SUPERIOR.

SECTION 1860. No person or corporation shall have, construct or operate any railroad, or bridge of any kind, across the bay of Superior, between Min-

Railroad Laws.

nesota Point, in the state of Minnesota, and the opposite shores. Every railroad corporation which shall construct or operate any railroad or railroad bridge across the St. Louis river or bay, at or above Connor's Point, shall, at some point in Superior, on the navigable water of the bay of, Superior, between Nemadji river and Connor's Point, establish and maintain a depot and construct and forever maintain proper tracks and side tracks, docks, piers, warehouses and freight houses and depot accommodations, suitable and convenient for the receipt, transfer or shipment of all freights and general business of railroads; and shall furnish and maintain at such point, facilities for such receipt, transfer, shipment and railroad business, equal in all respects to the facilities which said corporation may have and maintained at any port in Minnesota, on or upon the St. Louis river or bays of St. Louis or Superior; and shall not discriminate in any manner in rates, draw backs, or facilities for freights or passengers, against Superior in favor of ports in Minnesota. Every act or charter heretofore passed, granting any right to cross the St. Louis river, shall be held subject to the foregoing provisions.

PHRASE RAILROAD CORPORATION, DEFINED.

SECTION 1861. The phrase "railroad corporation," as used in these statutes, may be taken to embrace any company, association, corporation or person managing, maintaining, operating or in possession of a railroad, whether as owner, contractor, lessee, mortgagee, trustee, assignee or receiver.

PLACE OF TRIAL OF ACTIONS AGAINST RAILROAD CORPORATIONS IN COURTS OF RECORD.

SECTION 2619, subdivision 4, provides that actions against railroad corporations running or operating, under lease or otherwise, any railroad, except appeals in condemnation proceedings, may be brought in any county through or into which such railroad runs.

HOW ACTIONS COMMENCED AND SERVICE MADE ON RAILROAD CORPORATIONS IN COURTS OF RECORD.

SECTION 2637. Actions against corporations shall be commenced in the same manner as personal actions against natural persons. The summons, and the accompanying complaint or notice aforesaid, shall be served, and such service held of the same effect as personal service on a natural person, by delivering a copy thereof, as follows:

6. If against a railroad corporation whose general office is within this state, to the president, secretary, superintendent, general manager or general solicitor thereof, if either shall reside and be within the state.

7. If against a railroad corporation, whose general office is, or all whose aforesaid officers shall reside or be without the state, to any station, freight, ticket or other agent thereof within the state.

Railroad Laws.

8. If against a corporation owning or operating sleeping or hotel cars, or the like, which has not its general office in the state, to any person having charge of any of its cars, or any agent found within the state.

HOW IN JUSTICE COURT.

SECTION 3601. Actions in justice's court against municipal or other corporations shall be commenced by summons, except where otherwise provided by law, which shall be served by leaving a copy thereof with any officer or officers, agent or person, upon whom the summons in an action commenced in the circuit court against such corporation, is required by law to be served, at least six days before the return day thereof, except that in an action against a railroad or express corporation, in addition to the officers above referred to, it may be served upon any agent of the corporation who has charge of an express office, or a depot or station on the line of the railroad, owned or occupied by the defendant; and upon perfecting such service, and a legal return thereof being made, it shall be held to have the same effect as a personal service upon a natural person, and like proceedings may be had in such action as in cases against such persons.

SECTION 3162, provides that under judgments of foreclosure and sale of mortgages given by any railroad corporation, the sale may be made immediately after the rendition of the judgment.

RECOVERY IN CASE OF WRONGFUL ACT, NEGLECT OR DEFAULT.

SECTION 4255. Whenever the death of a person shall be caused by a wrongful act, neglect or default, and the act, neglect or default is such as would, if death had not ensued, have entitled the party injured to maintain an action and recover damages in respect thereof, then, and in every such case the person who, or the corporation which, would have been liable, if death had not ensued, shall be liable to an action for damages, notwithstanding the death of the person injured; provided, that such action shall be brought for a death caused in this state, and in some court established by the constitution and laws of the same.

15 Wis., 489; 19 id., 516; 21 id., 256, 372, 305; 22 id., 615; 23 id., 43, 400, 495; 28 id., 487; 33 id., 613; 42 Wis., 643.

BY WHOM SUCH ACTION TO BE BROUGHT.

SECTION 4256. Every such action shall be brought by, and in the name of, the personal representatives of such deceased person, and the amount recovered shall belong and be paid over to the husband or widow of such deceased person, if such relative survive him or her; but if no husband or widow survive the deceased, the amount recovered shall be paid over to his or her lineal descendants, and to his or her lineal ancestors in default of such de-

Railroad Laws.

scendants; and in every such action the jury may give such damages, not exceeding five thousand dollars, as they shall deem fair and just in reference to the pecuniary injury resulting from such death, to the relatives of the deceased specified in this section.

15 Wis., 578; 21 id., 372; 22 id., 615; 23 id., 400, 495; 28 id., 522; 38 id., 613.

CRIMES AND MISDEMEANORS ARISING UNDER LAWS REGARDING OR GOVERNING RAILROADS, AND PUNISHMENTS FOR VIOLATIONS OF SUCH LAWS.

FOR PLACING OBSTRUCTIONS ON TRACK, DESTROYING BRIDGES, ETC., WHEREBY PERSON IS KILLED.

SECTION 4342. Any person who shall willfully and maliciously place any obstruction upon the track of any railroad in this state, or take up or displace a rail, or switch, or signal, or remove a spike or otherwise injure, break down or destroy the bridge, road-bed or other structure of such railroad, and the death of any person shall ensue therefrom, he shall be deemed guilty of murder in the second degree.

OBSTRUCTING OR INJURING RAILROADS.

SECTION 4386. Any person who shall willfully, maliciously or unlawfully place any obstruction upon the track of any railroad in this state, or take up or displace a rail, or switch, or signal, or remove a spike, or otherwise injure, break down or destroy the bridge, road-bed or other structure of such railroad, shall be punished by imprisonment in the state prison not more than ten years nor less than one year.

PENALTY FOR RACING, ETC.

SECTION 4358. Any person having charge of any steamboat or railroad train, for the conveyance of passengers, or any engineer or other person having charge of the boiler of such steamboat or locomotive of such railroad train, or of any other apparatus for the generation of steam, who shall from ignorance or gross neglect, or for the purpose of excelling any other steamboat or railroad train in speed, cause a collision or wreck of such steamboat or railroad train, or create or allow to be created such an undue quantity of steam as to burst or break the boiler or other apparatus in which it shall be generated, or any apparatus or machinery connected therewith, by which collision, wreck, or bursting or breaking of such boiler, any person shall be killed, shall be guilty of manslaughter in the third degree.

Railroad Laws.

**WILLFUL NEGLECT OF RAILROAD EMPLOYEES TO RING BELL OR STOP TRAINS
AT CROSSINGS.**

SECTION 4392. Any officer, agent, conductor, engineer or employe of any railroad company, operating within this state, who shall willfully neglect or omit to ring, or cause to be rung, the bell on the engine of any train of cars, or on an engine alone, when about to cross and before crossing any street opened and used for travel in any city or village, or to blow the whistle eighty rods before crossing and ring the bell while crossing any highway, or to bring or cause to be brought to a full stop, any railroad train or engine before arriving at or passing upon the track of another railroad, and within four hundred feet of the junction or crossing of such railroad, or before arriving at or passing upon any draw-bridge over any stream navigated by boats, vessels or other craft during the season of such navigation, and when the draw of such bridge is necessary to be used for the passage of such boats, vessels or other craft, within six hundred feet of such draw-bridge, when required by law, or to allow and permit the railroad train first arriving at such railroad crossing or junction, to first pass over, shall be punished by imprisonment in the county jail not more than six months, or by fine not exceeding one hundred dollars.

**WILLFUL NEGLECT OF DUTY OF RAILROAD OFFICERS AND EMPLOYEES, IN
VIOLATION OF LAW.**

SECTION 4393. Any officer, agent, conductor or any employe of any railroad company operating within this state, who shall willfully run or cause to be run any railroad train or engine faster than at the rate of six miles per hour, while passing over the traveled streets of any city or village or until all such streets have been passed by such train or engine, or who shall lock or cause to be locked the doors of any passenger car occupied by any passenger, while such car is in motion, or so as to prevent the free exit therefrom of any passenger at any time, or who shall use or authorize the use of any kerosene oil or other dangerously explosive burning fluid, in lighting any passenger car, or who shall knowingly carry or cause or permit to be carried or transported on any baggage, mail, express or passenger car, any powder, dynamite or other dangerously explosive substance, and any person who shall secretly or surreptitiously, or by concealment or misrepresentation, ship or cause to be shipped, upon any railroad train or car, any powder, dynamite or other dangerously explosive substance, without the knowledge of the proper officer, agent, conductor or employe in charge of such train or car, shall be punished by imprisonment in the county jail not more than six months or by fine not exceeding one hundred dollars.

Railroad Laws.

PENALTY FOR ISSUING FALSE RECEIPTS, BILLS OF LADING, ETC.*

SECTION 4424. Any ware-houseman, wharfinger, master of a vessel or boat, or any officer, agent or clerk of any railroad, express or transportation company, who shall issue any receipt, bill of lading, voucher or other document, to any person purporting to be the owner thereof, or as security for any loan or indebtedness, for any goods, wares, merchandise, lumber, timber, grain, flour or other property, produce or commodity, unless at the time of issuing the same such property shall have been actually received or shipped according to the terms and meaning of such receipt, bill of lading, voucher or other document so issued, or shall sell, or incumber, ship, transfer or in any manner remove beyond his immediate control, any such property so received, contrary to the terms and meaning of such receipt, bill of lading, voucher or other document, without the consent of the holder thereof; or who shall deliver any such property or any part thereof, except to the person holding such receipt, bill of lading, voucher or other document, and upon the surrender and cancellation thereof, or in case of any partial delivery of such property, upon the indorsement thereon of such partial delivery, unless required by legal process, or shall issue any second or duplicate receipt, or bill of lading, for any such property, while any former receipt or bill of lading for any such property, or any part thereof, shall be outstanding and uncanceled, without writing across the face thereof the word "duplicate," shall be punished by imprisonment in the state prison not more than three years, nor less than one year, or by imprisonment in the county jail not more than one year, or by fine not exceeding one thousand dollars.

SECTION 4425. Any such receipt, bill of lading, voucher, or other document as is mentioned in the preceding section, shall be transferable by delivery thereof, without indorsement or assignment, and any person to whom the same is so transferred, shall be deemed and taken to be the owner of the property therein specified, so far as to give validity to any pledge, lien or transfer, made or created by such person, unless such receipt, bill of lading, voucher or other document shall have the words, "not negotiable," plainly written or stamped on the face thereof.

CRIMINAL FRAUDS, FALSE ENTRIES, ETC.

SECTION 4435. Any director, officer or manager of any body corporate or public company, who shall as such receive or possess himself of any money or other property of such body corporate or public company, otherwise than in payment to him of a just debt or demand, or who shall, with intent to defraud, omit to make or to cause to be made a full and true entry thereof in the books or accounts of such body corporate or public company, or who shall, with intent to defraud, destroy, alter, mutilate or falsify any of the

Railroad Laws.

books, papers, writings or securities belongins to such body corporate or public company, or shall make or concur in making any false entry or any material omission in any book of records, accounts or other document of such body corporate or public company; or who shall make, circulate or publish, or concur in making, circulating or publishing any written or printed statement or account which he shall know to be false in any particular, with intent to deceive or defraud any member, shareholder or creditor of any such body corporate or public company, or with intent to induce any person to become a shareholder or partner therein, or to entrust or advance any money or property to, or to enter into any security for the benefit of such body corporate or public company, and any person who shall receive any money, chattel or valuable security which has been fraudulently obtained or disposed of as aforesaid, knowing the same to have been so fraudulently obtained or disposed of, shall be punished by imprisonment in the county jail not more than one year, or by fine not exceeding five hundred dollars.

PENALTY FOR ISSUING FALSE CERTIFICATE OF STOCK, ETC.

SECTION 4436. Any president, cashier, treasurer, secretary or other officer or any agent of any bank, railroad, manufacturing or other corporation who shall willfully and designedly sign, with intent to issue, sell or pledge, or cause to be issued, sold or pledged, any false, fraudulent or simulated certificate or other evidence of the ownership or transfer of any share or shares of the capital stock of such corporation, or any certificate or other evidence of such ownership or transfer, the signing, issuing, selling or pledging of which by such president, cashier, treasurer or other officer or agent shall not be authorized by the charter and by-laws of such corporation, or by a resolution of the board of directors or trustees, or by some amendment thereof, shall be punished by imprisonment in the state prison not more than ten years nor less than one year, or by fine not exceeding five thousand dollars.

PENALTY FOR GAMBLING ON RAILROAD CARS OR AT DEPOTS, OR PERMITTING GAMBLING.

SECTION 4536. Any person who shall gamble, in any manner or by any means, in any railroad car, depot, station house or building, shall be punished by imprisonment in the county jail not more than one year, or by fine not exceeding two hundred dollars; and any officer, agent, clerk, conductor, brakeman, employe or servant, in charge or assisting in or about the management of any railroad car, depot, station house or building, who shall knowingly suffer or permit any gambling whatsoever therein, shall be punished by imprisonment in the county jail not more than six months, or by fine not exceeding two hundred dollars; and every officer, agent, clerk, conductor or brakeman in charge or assisting in the management of any such

Railroad Laws.

car, depot, station house or building, is hereby authorized and required to arrest forthwith, with or without warrant, any person found by him gambling in any such place, and bring him before some court having jurisdiction of such offense, or deliver him to some officer authorized to make arrests and make such proper complaint as is required by law, and any person who shall gamble as aforesaid, on any railroad car may be tried in any county through which the railroad, on which such car shall be, shall pass.

SPECIAL LAWS RELATING TO RAILROADS.

(Ch. 22, Laws of 1879.)

EXEMPTION OF LANDS OF NORTH WISCONSIN RAILWAY COMPANY FROM TAXATION, FEES PAID IN LIEU THEREOF, ETC.

LANDS EXEMPTED FROM TAXATION FOR TEN YEARS.

SECTION 1. In consideration of the performance by the North Wisconsin railway company of the things in section two hereof mentioned, as by it to be performed, all lands heretofore patented by the state of Wisconsin to the said North Wisconsin railway company, not heretofore sold or contracted to be sold by said company, and all lands which may hereafter be patented by the said state to the said company, under the provisions of chapter one hundred and twenty-six of the general laws of said state for the year 1874, entitled an act to confer certain lands upon the North Wisconsin railway company and the Chicago and Northern Pacific Air Line railway company, and to execute the trusts assumed by the state of Wisconsin by its acceptance of the grants of lands made by congress by acts approved June 3, 1856, and May 5, 1864, and the acts amendatory thereof and supplementary thereto, are hereby exempted and shall remain exempt from taxation of all kinds, general and local, and from assessments of every nature, for the period of ten years.

FARMING LANDS TO BE SOLD FOR NOT MORE THAN \$2.50 PER ACRE.

SECTION 2. The said North Wisconsin railway company and its successors shall hereafter sell all of its said lands so patented, or to be patented, which may be suitable for tillage or agricultural purposes, to actual settlers, at a price not exceeding two dollars and fifty cents per acre, and shall also transport over its said road, free of charge, for the period of thirty years

Railroad Law.

from the passage hereof, all things and property of the state of Wisconsin: *provided, however*, that nothing in this section contained, shall be construed as requiring the said company to sell at said price more than three hundred and twenty acres of said land to any one settler.

WHAT CONSTITUTES FARMING LANDS: PINE MAY BE RESERVED.

SECTION 3. All lands so patented to said company shall be deemed agricultural lands within the meaning of this act upon any forty acre tract of which there shall be, at the date of sale, less than one hundred thousand feet of merchantable pine timber. But such company shall, in all cases, have the right to reserve in the contract of sale of any land, under the provisions of this act, the right to cut and remove from said land all merchantable pine timber being thereon. All lands upon any forty acre tract of which there shall be more than one hundred thousand feet of merchantable pine timber which the said company may sell, reserving the right to cut and remove therefrom the said pine, and all lands from which the said pine timber shall have been removed, shall be deemed agricultural lands within the meaning of this act, and shall be sold to actual settlers at a price not to exceed two dollars and fifty cents per acre; it being the intention hereof to afford to actual settlers for the purpose of tillage and agriculture, any of the lands acquired by said company at the maximum price hereinbefore mentioned: *provided, however*, that nothing in this act contained, shall be construed as requiring the said company, or its successors, to sell at any price any land reasonably convenient for use in connection with its railway and the operation thereof, and within a distance of one mile on either side of said railway, or any land not exceeding in extent forty acres at any one place adjacent to logging streams and suitable and proper for log landings and for the construction of dams for logging purposes, which if owned by any individual or individuals, might be used to render less available and accessible any unsold timber belonging to said company.

LANDS, WHEN TO BE TAXABLE.

SECTION 4. Whenever any of said land so patented to said company shall be sold, contracted to be sold, leased, or conveyed, and whenever the pine timber upon any of said land shall be sold or cut by said company, the land so sold, contracted to be sold, leased, or conveyed, and the land upon which the said pine timber is so sold or cut shall become immediately taxable: *provided, however*, that a conveyance by way of mortgage or trust deed, and a sale pursuant to a foreclosure decree thereof, shall not be construed or deemed to be a conveyance or sale within the meaning of this section, so as to render said lands taxable.

Railroad Laws.

PURPOSE OF THIS ACT.

SECTION 5. It is hereby declared to be the main object and purpose of this act to aid in securing the completion and equipment, in accordance with the acts of congress, approved June 3, 1856, and May 5, 1864, of a railway from Lake St. Croix to Bayfield, on Lake Superior, and to enable said railway company to apply the avails of its lands to such construction and equipment, the exemption herein provided being, in the opinion of the legislature, necessary for said purposes and demanded by the public interest; and this act shall not be taken or deemed to be a part of the charter of the said North Wisconsin railway company or an amendment thereto.

COMPANY TO PAY STATE FIVE PER CENT. OF GROSS EARNINGS.

SECTION 6. The said North Wisconsin railway company shall, at the times and in the manner fixed by the revised statutes for similar reports from other railroads of the state, make a report of its gross earnings for the preceding year, and shall each year during the continuance of the exemption provided by section one, pay into the state treasury at the times fixed by the revised statutes for the payment by railway companies of their license fees, a sum equal to five per centum of its gross earnings for the preceding year, which shall be in lieu of all other license fees exacted from said company.

COMPANY TO MAKE EACH YEAR CERTIFIED LIST OF LANDS, AND TRANSMIT SAME TO STATE TREASURER.

SECTION 7. It shall be the duty of said North Wisconsin railway company to cause to be prepared, on or before the fifteenth day of August in each year, a sworn list of lands owned by it in each of the several counties in which said lands are located, and which were on the first day of August in said year exempt from taxation under the provisions of this act. The said lists shall specify the name of the county in which said lands, exempt as aforesaid, are located; the description of each tract, giving the section, township and range, together with the number of acres in each tract, so described, and the gross number of acres exempt, as aforesaid, in each county. The list, or a copy thereof, duly sworn to, shall be transmitted immediately to the state treasurer, to be filed in his office; and the said company shall, on or before the fifteenth day of August in each year, transmit to the county treasurer of each county, in which are situated any lands owned by it, as aforesaid, a sworn copy of that portion of the list hereinbefore required to be sent to the state treasurer, which relates to such county.

Railroad Laws.

STATE TREASURER TO APPORTION THE FIVE PER CENT. GROSS EARNINGS
TO COUNTIES CONTAINING LANDS.

SECTION 8. Upon the receipt of said list from the said railway company, as required by section seven of this act, it shall be the duty of the state treasurer, and he is hereby directed to ascertain, on the basis of the total acreage of land exempt from taxation under this act, the amount per acre for the payment of which the said five per centum so paid into the treasury by said company, is adequate, and thereupon to transmit before the fifteenth day of September of said year, to the county treasurer of each county in which the exempted lands are situated, the amount to which each county is upon said basis entitled.

COUNTY TREASURERS TO APPORTION SAME TO TOWNS.

SECTION 9. The county treasurer of each county, on the receipt of the sum thus transmitted by the state treasurer, shall proceed forthwith to apportion the same to the several towns in said county in which any of the said exempted lands are situated, and the amount to which said town shall be entitled shall be ascertained in the same manner as that herein provided for the guidance of the state treasurer in making the apportionment between the said counties. The county treasurer, after making the apportionment, shall transmit to the town treasurer of each town, without delay, the sum to which said town is entitled, which shall be by said town treasurer placed in the treasury of said town as a part of the general fund thereof, to be expended for general purposes under the restrictions now existing in regard to the expenditures of the general fund of towns.

TAKING EFFECT OF THIS ACT.

SECTION 10. This act shall not take effect unless the said North Wisconsin railway company shall, within sixty days from its passage, file with the secretary of state a resolution duly adopted by its board of directors, accepting the same and the provisions thereof, and agreeing to the performance of the things herein mentioned as by it to be performed.

(Chapter 49, Laws of 1881.)

AMENDMENT TO ARTICLES OF ASSOCIATION OF CHICAGO,
MILWAUKEE & ST. PAUL RAILWAY COMPANY.

ASSENT OF STOCKHOLDERS REQUIRED, WHEN.

"Except as herein expressly provided, the corporation shall have no power or authority to mortgage or otherwise encumber its property, real or personal, unless the assent in writing of a majority in interest of the owners and

Railroad Laws.

holders of all the capital stock issued by said corporation shall be first had and obtained, authorizing the same, and no assent shall be taken from agents or by proxy, unless the power of attorney held by the agent or proxy shall expressly authorize such assent. But this clause shall not be construed to prohibit the company from purchasing, leasing or building any railway or railways, other than the roads above mentioned, and executing a mortgage or mortgages on the railways so purchased, leased or built, in such sum or sums as the directors of said company may determine, and the company is hereby expressly authorized to make and execute such mortgage or mortgages, and any and all mortgages heretofore executed by the company on railways so purchased, leased or built, are hereby ratified, validated and confirmed."





Stanford University Libraries



3 6105 019 979 686

